

Navy News

JULY, 1977

5p

From the verandah deck of H.M.Y. Britannia, the Queen — accompanied by Admiral of the Fleet the Duke of Edinburgh — reviews the Fleet. With them is the First Sea Lord (Admiral Sir Terence Lewin).



CHEERS!

The once familiar cry "Splice the Mainbrace" went round the Fleet as the Queen asked the Admiralty Board to send out the well-remembered message — "in celebration of my Silver Jubilee and with the Royal Navy and Commonwealth ships assembled at Spithead."

As Lord High Admiral, the Queen also sent out the message: "It gave me great pleasure to review all these ships assembled at Spithead today for my Silver Jubilee Review and to receive the salute of the Fleet Air Arm."

"I was deeply impressed by the splendid sight of all the vessels in their lines. The smart appearance of the ships and their companies — and the precision of the flypast — were in the finest traditions of the sea. I send my congratulations

to all who planned and took part in the Review. The Duke of Edinburgh joins me in sending our best wishes to you as you disperse."

Typifying the spirit of the great day at Spithead are the men of the survey ship (pictured left) cheering as Her Majesty passes in the Britannia. Below, ships of the Review column start their circuit of the Fleet, first passing the flagship H.M.S. Ark Royal.



Inside

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Navy may dive deeper

The Navy may be getting a vessel which will give them an ability to find, inspect, work on and recover objects on the seabed in much greater depths than is now possible.

The Ministry of Defence has placed a design development contract for a seabed operations vessel with Scotts Shipbuilding Co., Ltd. of Greenock. Provided this contract is satisfactorily completed, and an acceptable construction contract negotiated, the Ministry expects to order the vessel itself next year.

The vessel and the diving system it will carry will give British industry new design and manufacturing experience in fields at present dominated by U.S., French and German companies, and will provide valuable experience for those involved in the development of offshore industries.

N. Ireland conditions improved

Improved financial conditions of service in Northern Ireland have been announced.

Field conditions already applying for personnel on emergency tours have, from May 27, been extended to all regular Royal Navy, R.M., Army R.A.F. personnel serving on full tours.

One of the benefits is that a food allowance of 50p a day is being introduced for all married accompanied personnel, except when they are fed by their unit for a 24-hour period.

Review cover

A special stamp cover portraying H.M.S. Invincible, issued on June 28 to mark the Jubilee Review of the Fleet, is still available from the Royal Naval Philatelic Officer, R.N. Air Station Yeovilton.

Each cover is franked "Flown Wessex 3p. of 737 Naval Air Squadron, pilot, Rear-Admiral J. O. Roberts, Leader of the Jubilee Fleet review Fly-Past, 28th June, 1977."

Prices: Plain covers, 35p; singles signed by Flag Officer Naval Air Command, Rear-Admiral J. O. Roberts, 82p; double signed by Rear-Admiral Roberts and the First Sea Lord, Admiral Sir Terence Lewin, £1.62. A medium-sized stamped addressed envelope is required.

LEMEI (SBD). M. D. Ashtley, H.M.S. Sultan, Drafted H.M.S. Rooka, September 1, to join H.M.S. Bacchante, October 14. Will exchange for any Portsmouth sea-going ship. Replies to 28, Gould Cross, Rowner, Gosport.

POEL. P. Bannister, PO's Mess, H.M.S. Collingwood, Drafted H.M.S. Ashtley (Chatham) for refit and trials crew. Will swap for any Devonport refit in refit, or any ship due Devonport refit.

ALBA. J. Bowler, Placed on 28, H.M.S. Dryad, Drafted H.M.S. Intrepid, October 2, due long Portsmouth refit. Will swap for any sea-going G.M.D. or Type 42.

EAJ12. B. Browning, PO's Mess, H.M.S. Seahawk, Drafted A.U.W.E. Heston. Will swap for any EAJ11 or 2, or ELMAJ11 or 2, with R.A.S. Coldrore draft. Contact PO's Mess or Coldrore extension 7190.

AB(R). G. M. Chetwood, 10 Mess, H.M.S. File. Will swap for any Portsmouth ship or shore base.

MEMI (AMC). M. Clark, SET1, Mess, H.M.S. Hermes. Due Westland deployment



Mrs. Mavis Rogers, wife of the commanding officer of H.M.S. Active, Cdr. Anthony Rogers, cuts the commissioning cake at Southampton's Ocean Terminal, helped by the ship's youngest sailor, 17-year-old JS Alan Bartram.

Picture: CPO (Phot) Tony Wilson

Welcome to the Fleet!

Tradition was involved in three ceremonies preparing Royal Navy vessels for service — a commissioning, a re-commissioning and a re-dedication.

ACTIVE

The Royal Navy has gained a frigate — and a grannie.

THE FRIGATE is the latest Type 21, H.M.S. Active. Built by Vosper-Thornycroft at Southampton and equipped with Exocet ship-to-ship and SeaCat anti-aircraft missiles, plus a capability for the Lynx anti-submarine helicopter when she comes into service with the Fleet, the ship was handed over to the Royal Navy at Portsmouth Naval Base last month.

THE GRANNIE is 62-year-old Mrs. Sally Murgatroyd, widow of a naval rating, who has offered to write to anyone in the ship who is lonely.

Mrs. Murgatroyd — the Navy's senior "pen-pal" — lives in Burnley, the Lancashire town which has also "adopted" the Active.

After being handed over to the Navy, the ship sailed back to Southampton for the commissioning ceremony, at which the guest of honour was Lady Rachel Lewis, wife of Admiral Sir Andrew Lewis, who launched the ship in November, 1972.

BLAKE

After a ten-month refit in Portsmouth Dockyard, H.M.S. Blake was rededicated in time to take part in the Jubilee Review at Spithead.

Before rejoining the Fleet, the helicopter cruiser was due for a work-up period at Portland.

True to naval tradition, the Blake's rededication cake was "put to the sword" by Mrs. Parker, wife of the commanding officer, Capt. H.B. Parker, and JMEM Balstone, the youngest member of the ship's company.

The service was conducted on the Dockyard's South Railway Jetty, where the guard and divisions were inspected by Flag Officer Portsmouth, Rear-Admiral W. J. Graham.

Members of 820 Naval Air Squadron, the Blake's helicopter flight, flew from R.N. air station Culdrose to attend.

The ship's chaplain, the Rev. F. T. Lynn, with the Rev. S. L. Williams, and Father J. L. McCormack, conducted the service. Music was provided by the Band of H.M. Royal Marines, C-in-C Naval Home Command.

PORPOISE

H.M. submarine Porpoise re-commissioned at H.M.S. Dolphin after a two-year refit at Portsmouth Naval Base. The Porpoise will join the Third Submarine Squadron at the Clyde Submarine Base in Scotland.

Among the guests at the re-commissioning ceremony were the Chief of Staff to the Flag Officer Submarines (Capt Robin Heath), the Captain of the First Submarine Squadron (Capt. Charles Baker) and the Captain of the Third Submarine Squadron (Capt. Frank Grenier). Also attending — were families and friends of the 70 crew members.

After a warrant from the Commander-in-Chief Fleet (Admiral Sir Henry Leach), ordering the re-commissioning of the submarine, was read by the Captain of H.M.S. Porpoise (Lieut-Cdr Mike Sime) there followed a service of dedication.

At an informal party held later a commissioning cake was cut by Lieut-Cdr Sime's wife, Elizabeth, and the youngest sailor serving in the submarine, SEA David Skipper (18).

'EQUAL RIGHTS' FOR WRENS AND THEY EVEN GOT THE TOT!

Wrens and matelots giving each other lawful orders . . . obligatory saluting between the sexes . . . female divisional officers for men . . . and women appearing before (and being members of) courts martial . . .

It is all part of the scene depicted by the official detail now spelt out describing how, on legally becoming members of Her Majesty's naval forces from July 1, the Q.A.R.N.N.S. and W.R.N.S. are subject to the Naval Discipline Act.

Respect

The Armed Forces Act of 1976, which amended the N.D.A. to include members of the "QAs" and W.R.N.S., paves the way for greater responsibility for women and is in line with moves towards increasing integration with the Royal Navy.

One important aspect of the change of status is that the women are entitled to give lawful orders to R.N. officers and ratings, junior to them, as well as to women. For example, a petty officer Wren — like an R.N. petty officer — is a "superior officer" to a male and female leading rate. Equally, it applies in reverse.

Under the new rules, Q.A.R.N.N.S. and W.R.N.S. personnel will give — and be given — marks of respect in the same manner and on the same occasions as male officers and ratings. The two exceptions are that "QA" officers and nurses neither salute nor are saluted except on ceremonial occasions when they wear blue day dresses or No. 1 uniforms, and that W.R.N.S. personnel do not pay or return the hand or hat salute when in plain clothes.

New unified divisional system arrangements mean that men could now find themselves with a W.R.N.S. officer as their divisional officer, and a Wren with a male D.O. But there are safeguards to ensure that a rating can consult an officer of his or her own sex on personal matters.

One of the key questions is what happens to women defaulters. As far as practicable and sensible, male and female offenders will be treated equally and all dealt with by the commanding officer or executive officer. This equality includes trial by courts martial, if necessary.

But "QA" and W.R.N.S. personnel will not be sent to detention quarters or be sentenced to "drill" punishments. The drill element can be replaced by extra work and the women can suffer similar loss of money and freedom as would apply to a man.

So the prospect of women in cells does not arise "other than as a very exceptional means to prevent self injury". Close custody will normally mean confined to their quarters. The "no detention" rule is in line with the practice which the Army and R.A.F. already operate for their women's Services.

Nurses or Wrens who abscond will generally be treated as in the past, but there is a provision for them to be recovered if the circumstances of their departure call for further investigation.

One difference between men and women in disciplinary proceedings will be at the table, where the girls will not have to remove their hats. At investigations concerning women there will normally be a woman officer or senior rate present.

For the court martial of a "QA" or Wren it is considered desirable for an officer of three years standing of the appropriate Service to be a member of the court martial.

Some of the other points set out in the new rules:

Points

- Military command will not be vested in the "QAs" and W.R.N.S.
- Officers of the "QAs" and W.R.N.S. will not become officers of the day.
- A Queen's commission will be awarded to "QA" officers on reaching nursing sister or quarters officer rank and to W.R.N.S. officers on reaching confirmed third officer rank. The commission will also be issued to officers currently serving in these ranks and above. Fleet Chief Wrens will receive warrants.
- Conditions of entry, training and duties of the W.R.N.S. Regulating category will be brought into line with those of the R.N. Regulating Branch as far as practicable. Full details are contained in DC(RN) 358-60.

When the Royal message "Splice the mainbrace" went out after the Silver Jubilee Review, there were, of course, no official stocks of Navy rum on which to draw. Many ships and establishments, however, were able to respond quickly, having prudently considered arrangements in the eventuality of such a signal.

The free spirits issue — not necessarily rum — applied to officers and ratings over 18 throughout the Navy, and not just to those serving in ships taking part in the Review. And members of the Q.A.R.N.N.S. and W.R.N.S. were included in the celebration too.

Refits switch

Refits for the anti-submarine carrier H.M.S. Hermes in the late 1970s and early 1980s, and a major refit for the assault ship H.M.S. Fearless also due to take place in the early 1980s, will now take place at Portsmouth instead of Devonport.

Some other work will be transferred to Devonport as part of the process of balancing the load between the two yards.

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

AB(M). — Lamb, 10 Mess, H.M.S. File. Due to join H.M.S. Cochrane, September 4. Will swap for any Portsmouth ship or shore base.

MEMI (SBD). M. Laycock, H.M.S. Iveston (Portsmouth minibus). Will swap for any foreign deployed ship.

AB(M). A. Lloyd, H.M.S. Ajax. In Devonport refit until December. Will swap for any Portsmouth ship not in refit.

MEMI (SBD). — Mae, H.M.S. Rothesay (U.W.C.). Due MEMMI, August. Drafted H.M.S. Neptune, November 14. Will swap for any Portsmouth ship or shore base.

MEMI (AMC JDD). I. Hayle, H.M.S. Avelay. Devonport shore service. Will swap for any Portsmouth ship.

OEMI. M. A. Hollings, 3G Mess, H.M.S. Berwick. Due Devonport refit. Will swap for any sea-going ship anywhere.

MEMI. J. Hopkins, H.M.S. Avelay. Devonport shore service. Will swap for any Portsmouth ship, preferably in refit.

AB(R). S. Hurst, H.M.S. Intrepid. Extended Portsmouth refit. Will swap for any shore draft or long refit in Devonport.

Replies to 336 Saumarez Block, H.M.S. Nelson or telephone Intrepid.

LROG. M. McMillan, Comms Mess, H.M.S. Cleopatra. Due Far East deployment. Will swap for any Devonport or Portland ship not deploying. Must be SCOT qualified.

AB(R). J. Outram, 3 Mess, H.M.S. Endurance. Will swap for any sea-going frigate or destroyer.

LEMEI. O. Parry, Flight Deck Training Unit, H.M.S. Osprey, Portland. Drafted H.M.S. Yarmouth, December. Due long Roshth refit. Will swap for any Portsmouth ship or shore base.

MEMI (AMC JDD). N. Petrie, H.M.S. Hecate. Passed for LEEM Scale B. Will swap for any ship serving Home sea service. Preferably direct.

OEMI (M). G. Pope, 2K CPO's Mess, H.M.S. Apollo, Captain Second Frigate Squadron, mortar, land outfit, upper deck hydraulics and diving gear maintenance. 22 months to run. Will swap for similar position in Southern England or West Country base port. No refit.

AB(R). J. Roulton, 3G Stbd Mess, H.M.S. Sheffield. Deploying to St. Helier, summer. Will swap for any ship in Portsmouth refit.

LOEM. G. P. Price, Drafted H.M.S. Hermione (Devonport), October 3. Will

exchange for any Portsmouth ship. Replies to 12, Court Road, Gosport, Hants PO13 8DL.

REAI. B. Price, CPO's Mess, H.M.S. Brighton. Drafted H.B. C.D. school, H.M.S. Excellent, September 21. Will swap for any shore base in Plymouth area, preferably Culdrose. Contact H.M.S. Brighton or 8, Forthura, Illogon Downs, Radnuth, Cornwall.

RODT. A. D. Raven, 3B Mess, H.M.S. Fearless. Due Mediterranean deployment in autumn and transatlantic deployment in spring 1978. Will swap for any Portsmouth ship in refit or Home sea service.

LOEM. D. Robertson, Southern Club, H.M.S. Collingwood. Finish course August 12. Drafted H.M.S. Jupiter (Devonport), October 3. Will swap for any Portsmouth or Roshth ship. Replies to 1, Whitecliffe Court, Galesmore Avenue, Gosport, Hants PO12 2TP.

CEAI. A. G. Simmons, Drafted H.M.S. Ashtley, October 10. Shore service. Reserve Fleet. Chatham. Will swap for any Portsmouth shore billet. Replies to 79, Wild Ridings, Farnham, Hants.

CRE. A. D. Smith, CPO's Mess, H.M.S. Sheffield. Drafted Forest Moor WIT, mid-September. Will swap for any Portsmouth billet.

AB(M). C. Swann, SEA Mess, H.M.S. Aurora. Devonport-based on Home service. Will swap for any ship due Far East deployment.

AB(M). R. Taylor, 5 Mess, H.M.S. Dundas (Portsmouth ship day running from Portland during week). Will swap for any Portsmouth shore base.

EMAW. R. Thompson, R.A.F. Lossalmo, Morayshire, Scotland. Will swap for any sea-going ship or front line squadron.

AB(M). R. Waddy, 3P Mess, H.M.S. Rhyll. Due to deploy Far East, autumn. Will swap for any Portsmouth ship.

LETD. S. Walker, H.M.S. Dolphin. Drafted H.M.S. Tiger, due foreign deployment in autumn. Will swap for Portsmouth or Plymouth ship not deploying until middle of 1978.

LROG. J. Waterman, H.M.S. Kingfisher (Roshth). Will swap for any frigate, preferably Type 12 based at Devonport.

RODT. G. White, 7E Mess, H.M.S. Devonshire. Drafted Grafton Commem. October. Will swap for any ship deploying Far East in autumn.

MEMI. K. Wilson, AR PO's Mess, H.M.S. Rhyll. Due to deploy Far East. Will exchange for any Portsmouth frigate.

FILMS FOR THE FLEET



U.S.S. Yorktown lists heavily to port after a Japanese air attack in the Battle of Midway, June 4, 1942. Later a submarine scored two direct torpedo hits and the crippled aircraft carrier sank on June 7. Left: Christina Kokubo co-stars in "Battle of Midway" as an American of Japanese ancestry whose loyalty comes under question during the Second World War.

Sea battle spectacular

CARY SALUTES THE NAVY

In the early hours of June 4, 1942, the United States and Imperial Japan prepared to do battle over Midway, the tiny Pacific atoll 1,100 miles from Honolulu.

The operation was the biggest ever mounted by the Japanese Navy, whose force of 162 warships and auxiliaries aimed to destroy the American Fleet — and failed. The story of this last great

Japanese naval offensive, a turning-point in the war, is told spectacularly in "Battle of Midway," one of the latest list of releases to the Fleet by the Royal Naval Film Corporation.

Among the film's many stars is Charlton Heston, who features in another release "Two Minute Warning."

Here is the full list:
Trackdown (X) — Jim Mitchum, Karen Lamm. Bored with life in quiet Montana, a young girl runs away to the bright lights

of Los Angeles. The action in this thriller starts when her brother arrives in town, planning to take her home. United Artists, No. 472.

25 Years (U) — Chronicle of the reign of H.M. Queen Elizabeth II. EMI No. 473.

Two Minute Warning (AA) — Charlton Heston, John Cassavetes, Martin Balsam. A sniper who hides in a tower behind the scoreboard in a Los Angeles Ball Game Stadium presents the local police chief

with a problem . . . how to prevent a disaster by panic. CIC, No. 474.

Battle of Midway (A) — Charlton Heston, Henry Fonda, James Coburn. War epic about the Japanese plan to destroy the American Fleet by an attack on Midway. CIC No. 475.

Silver Streak (A) — Gene Wilder, Jill Clayburgh, Richard Pryor. Comedy and thrills aboard the Silver Streak train on its long run from Los Angeles to Chicago. Fox No. 476.



Home-dropping was a popular sport on board H.M.S. Glamorgan for many days after a particularly star-studded visit to Villefranche in the South of France. The Prince of Wales and Earl Mountbatten of Burma, in nearby Monte Carlo for the Variety Club International Convention, took the opportunity to meet members of the ship's company during an informal walkabout.

The same day, lunch guests Roger Moore and Cary Grant — pictured here being welcomed aboard by the commanding officer (Capt. Brian Shattock)

— made it a field day for photographers and autograph hunters while others visited Oliver Reed's yacht, a luxurious Chinese junk, anchored nearby.

● Moore is the star of the United Artists film "The Spy Who Loved Me," the premiere of which, at the Odeon, Leicester Square in the presence of Princess Anne on July 7, is in aid of King George's Fund for Sailors and the Variety Club of Great Britain.

Officers and ratings from Clyde Submarine Base and the assault ship H.M.S. Fearless were involved in the filming.

There's no doubt about it — the Royal Navy really is one of the Charming Forces, judging by the contestants in the Miss Portsmouth Command competition finals at H.M.S. Collingwood last month. Six young Wrens paraded their charm and personality before disc jockey David Hamilton, the compere, and the eventual winner, Wren Radar Sheena Wilkins, of H.M.S. Dryad, was crowned by the Mayor of Fareham, Lieut.-Cdr. John Toon R.N. (ret.).

Sheena and the Mayor are pictured here with runner-up Miss Dolphin, Wren Radar Julia Goodhill (left), Miss Warrior, Wren Met. Observer Sally Steel (third) and Miss Collingwood, Wren Writer (G) Carole Albop (fourth).

PRINCESS CHARMING



Picture: Wrens (Photo: Judy Langridge)



DON'T LET THE FIRST BIKE BE YOUR LAST! RIDE SAFE!

Minister drops in on Faslane

While in Scotland for the launching of H.M.S. Battleaxe, the Minister of State for Defence (Dr. John Gilbert) visited H.M.S. Neptune, the Clyde Submarine Base, Faslane, and went aboard the nuclear submarine H.M.S. Superb at sea, to witness firing trials.

The Minister flew in a helicopter of 819 Squadron from H.M.S. Gannet, Prestwick.

Other recent visitors to Faslane have included Admiral Sir Angus Cunningham - Graham and Lady Cunningham - Graham, who were welcomed on board H.M.S. Superb by the commanding officer, Cdr. David Ramsay.

Admiral Cunningham - Graham was Flag Officer 10th Cruiser Squadron, 1945-47, and flew his flag in H.M.S. Superb. Lieut.-General J. C. C. Richards, Commandant General Royal Marines, paid an informal visit to the Royal Marines Detachment at the Clyde Submarine Base. He arrived by helicopter and was met by Commodore Clyde, Commodore A. J. Leahy, and the officer commanding the detachment, Lieut. Keith Aston, R.M.



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Doves look forward . . . to serving you



Above — H.M.S. Amazon about to receive her first Lynx helicopter.

Amazon is the reliable type

At the end of an intensive two-year first-of-class evaluation trials programme by the Type 21 frigate H.M.S. Amazon, an MOD report says that the trials schedules were tight and were only met because of the impressive reliability and performance achieved.

Since acceptance, the frigate has covered 45,490 miles in 234 days at sea, while completing a fully-integrated marine engineering and weapon trials programme.

Exceptional machinery response and overall reliability meant that for two years the ship's programme was met on all but one occasion — the single failure was when sailing was delayed for an hour because of a sticking valve.

In addition to the trials programme, "showing the flag" had been an integral part of the first two years' running by the frigate, which was designed and built by Vosper Thornycroft Ltd. "Never failing to impress the many assorted audiences from Antigua to Oslo, the ship had drawn much praise and admiration both at home and abroad," says the report.

Royals away in spirited exercise

Men of A Company, 40 Commando Royal Marines, leap ashore in the Outer Hebrides during Exercise Whiskey Galore, the second in a series of major amphibious exercises.

The landing craft seen in the picture came from H.M.S. Bulwark, which is in "preservation by operation" at Portsmouth.

Other units in the exercise included two R.F.A. logistic landing ships, Sir Bedivere and Sir Galahad, four R.N. Wessex helicopters, and a large VT2 hovercraft.

The exercise was conducted in two phases, the first on the islands of Lewis and Harris and the second on the islands of Benbecula and South Uist.

40 Commando sailed from Marchwood and Plymouth to the exercise area.

Picture by the Commando Forces News Team.



PO saved diver's life

PO(D) Michael Day has received a Commendation from Admiral Sir David Williams, C-in-C Naval Home Command, for his part in saving a student from drowning during night diving training in Horsea Lake, Portsmouth Harbour.

Unable to get the lad into a diving boat, PO Day gave mouth-to-mouth resuscitation while they were towed ashore.

The citation says that if PO Day, a comparatively inexperienced diving instructor, had faltered, lost his composure or made any significant error in the darkness, the accident would probably have proved fatal.

OUT OF POCKET...

Our son, who is serving in the Royal Navy, recently spent a month's course at an industrial establishment, staying in their accommodation during the week.

As there were no facilities at week-ends, he travelled home, paying the fare from his own pocket.

When he applied for a refund, the application was refused, although had he stayed in a hotel or other accommodation this cost would have been refunded.

Surely this is unfair, as he was actually saving expenses by travelling home. There was another Navy man on the same course who was married, and he also could ill afford to lose the money.

Navy mother

Derby

■ It does look as if your son has been hard done by, but without all the facts it is difficult to judge. A good course might be for him to take it up through his divisional officer and the supply officer of his ship or establishment. — Editor.

'Dollar' Bell

As an old Malaya hand — I served in the ship 1920-22 — I have been interested in the letters about her and also to learn that there is an H.M.S. Malaya Association.

The first bell presented to the ship was handed over by Sir Ernest Birch, a former High Commissioner for the Federated Malay States, at Scapa on July 16, 1916. The only valuable metal in it was not golden sovereigns but a Malay silver dollar thrown into the mould by Lady Birch when it was being cast.

On May 30, 1917, the Malay Jack (made of silk by the ladies of the Federated Malay States), with a silk White Ensign and Union Jack, were hoisted for the first time by the Commander-in-Chief Grand Fleet, Admiral Sir David Beatty.

By pressing a button the three flags were broken in their respective places while the band played "God Save the King." Thereafter the Malay Jack was authorised to be flown in battle and on special occasions.

A. Cecil Hampshire

Railtip, Middlesex.

Assistance to authors

John Wilton, of Bryn Chyd, Llandyrnog, Denbigh, Gwynedd LL54 4HP, is writing a book about the sinking of the Japanese heavy cruiser Haguro by the 26th Destroyer Flotilla off Penang on the night of May 15-16, 1945, and would appreciate contact from readers of any service who took part in or have any information about the action.

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Chester	£8.65	Salisbury	£2.30
Manchester	£8.65	Cardiff	£4.20
Warrington	£9.50	Swindon	£3.85
Newcastle upon Tyne	£8.65	Northampton	£3.50
Stockport	£6.65	London (Dorset)	£3.50
Wolverhampton	£6.10	Wul	£9.25
Birmingham	£5.75		

N.B. To all ships sailing Portsmouth — Special facilities to meet your particular travelling requirements can be arranged at short notice — write, telephone or call.

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WHY CARRIERS HAVE 'RIGHT-HAND DRIVE'

Could you settle a point of interest? Why is the island superstructure placed on the starboard side of aircraft carriers?

A. A. Hughes, Lieut.-Cdr. (SCC), R.N.R.

Oston, Birkenhead.

Our information is that a major factor in the positioning is to provide the bridge with the best view possible to starboard and so facilitate the keeping of the maritime "rule of the road." Another point we have heard is that most military airfields have left-handed circuits and pilots are more accustomed to left-hand turns before landing. A carrier island on the left would call for a right-hand turn. — Editor.

● Just to illustrate the point — and prove that at sea the Yanks are "right-hand drive," too — here's a picture of the American aircraft carrier John F. Kennedy dwarfing H.M.S. Hermione as they prepare to carry out a fuel replenishment during Exercise Dawn Patrol in the Mediterranean.

During two months in the Mediterranean the Royal Navy frigate steamed a total of 13,500 miles, visiting Venice, Naples, Malta and Gibraltar.

After returning home, the Hermione exercised with submarines off the West Coast of Scotland, visited Barrow, wearing the flag of Flag Officer Plymouth (Vice-Admiral J. M. Forbes) from June 13 to 17. The ship's company's visit to her affiliated town of Kendal was the first since the liaison was formed last year.

LETTERS TO THE EDITOR

Why not a federation to present our case?

Much heated discussion took place over the Police pay award (back-dated, incidentally, to September). What they were awarded found its way straight into their blue serge pockets, bar tax, as there are no married quarters charges for policemen. They live rent free or are paid a rent allowance of up to £65 a month.

Shock therapy

Your article on "The Electron Rules the Waves" (May) and the cartoon concerning battery power prompts me to tell you that my father, now aged 94, recalls how toothache was cured when he was in H.M.S. "Inconstant by the application of the live lead of the batteries to the offending tooth."

Many a seaman shot back up the ladder minus his toothache. I am told.

D. Marshall

Chickwell, Weymouth.

I believe that most Service personnel would prefer that arrangement.

I also believe that a majority of Servicemen would prefer the abolition of Kit Upkeep Allowance and an arrangement similar to that of the Army or R.A.F.

Whereas I would not envisage a union for the armed forces, a federation on the lines of the Police Federation would at least ensure that grass roots feelings and opinions were expressed in the proper places.

Nazrat

It is galling that lodging allowance has been reduced, irrespective of increases in rent in the highly inflationary inner London area.

The single man's lodging allowance is £3.68 after the pay rise, compared with £3.93 before.

Am I to assume that, because the married man's lodging allowance at £5.37 a day has not been reduced, single men are expected to be able to make a better deal with the landlords than married men living under similar conditions?

In practice, single men should be paid a higher rate of lodgings allowance than married men because they actually live in their lodgings, flats, etc. The married man needs fewer facilities and consequently needs to pay less rent because invariably he is in London only four nights a week.

London chief

■ Married rates of lodging allowance (Rate A) are based on samplings of actual costs; the unmarried rates (B) are arrived at by deducting food charges and standard single accommodation charges from the "A" rates. So when food and accommodation charges are increased there

is a corresponding reduction in the "B" lodging allowance.

In 1970, when the Military Salary concept came into being it was decided that those who would have to pay food and accommodation charges when fed and accommodated by the Service would similarly be liable to these charges when either board and lodgings was provided in kind (the Approved Lodgings scheme whereby the supply officer pays the bill for board and lodgings) or when lodging allowance was paid in lieu.

The alternative to having separate lower rates of lodging allowance for single men would be to pay them the "A" rates and then make food and accommodation charges. The result would be the same but it would merely generate more work for pay office staffs, the experts tell us.

Lodging allowance rates are reviewed annually, normally in July. — Editor.

Old Hermes' cabaret

Regarding "Ten-a-Penny" bands, I was a member of the Hermes band and have some newspaper cuttings of our activities in Singapore in the mid-1930s.

One says that the band provided 500 people in the Raffles ballroom with "decidedly novel cabaret turns" when their kazooists, mouth organists, trumpeters and jazz drummer played old and favourite songs such as "When there are daisies in the field, there'll be flowers in Scottish homes" and "No matter how fast a fish may swim, he never seems to sweat."

R. Matthews, Ex-CPO S/M, Wool, Wareham, Dorset.

FOOD FOR THOUGHT

Having to pay for meals, whether eaten or not, has so incensed some of our Wren readers that they have broken into verse:

Please help our pockets

We won't be nasty, we won't be rude,
But please do something about our food.
It isn't all bad we agree
But it's having to pay the costly fee.
If we go week-end or miss a meal
It's then we get the rotten deal.
We just dip out with no rebate
And this our purses are beginning to hate.
Can't we have a system whereby we pay
Either by month, week or day.
By buying vouchers for every meal
And not be stamped by the pay office seal.
At this system we would not grumble
Our pockets they would not rumble.
So get a move on and do something fast
Because I'm afraid our patience won't last.

Several hard-up Wrens

■ A trial run of paying only for meals taken was carried out a few years ago and showed that this system would be more expensive to operate, we are told. If generally introduced, the standard of messing would deteriorate, with less choice and greater reliability on stand-by dishes prepared with costly convenience foods.

So it is considered that the present system is the most economical and practical — uneconomical methods would undoubtedly result in higher food charges.

Another factor, we are told, is that the food charge formula has a built-in abatement to allow for meals not taken when on week-end leave. Even allowing that some meals may be missed at week-ends and other times, many would regard the present food charge good value for money. Why not ask anyone who has to feed a family or eat out commercially? — Editor.

First into Nagasaki

I was interested to read (June) that the Rev. W. J. E. Tregenna-Piggott was the first Englishman to enter the atom-bombed city of Nagasaki.

Almost immediately after the second bomb was dropped, the other target being Hiroshima, Mr. R. J. Daniel, serving as a constructor, Lieutenant-commander on the Staff of the Cin-C-Pac Pacific Fleet — and now Director General Ships at Bath and Head of the Royal Corps of Naval Con-

structors — landed in Japan before the peace was signed at Tokyo Bay on September 2, 1945.

Mr. Daniel accompanied the nuclear scientist William Penney, to join an American technical team and survey both bomb sites.

To have beaten this timetable the reverend gentleman would need to have been dropped from the plane which delivered the bomb.

G. W. Wikox, Lieut.-Cdr. H.M.S. Nelson

HOLBROOK MUG: WHO CAN HELP?

I wonder if any readers, particularly those who attended the Royal Hospital School at Holbrook from 1933-38, can provide first-hand confirmation of use of the boy's earthenware mug, or any other information about it.

The mug pictured here was found in Royal Clarence Yard, with a number of other interesting victualling items now transferred to the Victualling Department Museum at Plymouth.

The earthenware mug is not listed in the Director of Victualling's rate book for the period, but this apparent omission is not unexpected. The Victualling Department once acted as an agent for the supply of a number of clothing and mess gear items for foreign governments and other U.K. Government departments with R.N. connection such as H.M. Customs and Coastguards, Greenwich Hospital and, of course, Holbrook School.

The choice of a mug (no handle) for young boys is understandable, although the Royal Navy of this period still had basins in use. The quality of the earthenware is good and the shape is fine for warming cold fingers in winter on a piping hot cup of tea or Navy "kl." Capacity is 12 fl. oz. or just over half a pint.

Office of Director General of Supplies and Transport (Navy) London.

R. D. Ridding



COLIN HODGKINSON, LEGLESS AVIATOR

In your May letters, PO R. E. Amory asked for further information about the war career of Sub-Lieut. Colin Hodgkinson, who lost his legs in an aircraft accident just before the Second World War.

Unable to go to sea because of his artificial legs, he transferred to the R.A.F., became a pilot officer and completed over 100 operations. At one stage he was a flight commander in 501 Squadron.

In November, 1943, he crashed in France and was again seriously injured, being repatriated after ten months as a P.O.W. After the war he flew with the Auxiliary Air Force and later was engaged in politics.

His full story can be found in his autobiography "Best Foot Forward," published by Odhams Press, Ltd., in 1957.

R. D. Pankhurst.

Exeter.

It was part of my squadron's duties to send a detachment of ground crews

on what was termed "Hamble Party" each day. Each air mechanic was responsible for three aircraft, and it fell to me to cover Colin Hodgkinson's Tiger Moth and also his Percival Proctor.

Colin used to insist on walking to his aircraft unaided and to clamber up the wing and climb into the cockpit.

When he was settled in his seat, I would wedge myself head-first into the cockpit beside him and reach down to the rudder bar, where I would fasten his dummy feet into the stirrups. Anyone who has studied the size of the Tiger Moth cockpit will agree that it needed a contortionist to accomplish this task!

I used to dread the consequences if he should have trouble which would necessitate him trying to bale out — and that Tiger Moth had more night hours spent on it than any other aircraft at Hamble.

The grit and determination he showed could only bring success.

D. M. Bate, Lieut., R.N.R.

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

HERO'S HOISTER

After our "Who's Hero's hoister?" item on last month's letters pages, AB Tim Holyoake wrote from Gosport to explain how he became involved in the ensign hoisting sequence which was used in the title shots for the TV "Warship" series.

"We all came on board H.M.S. Phoebe around February-March 1973. I was doing a stand-in on the gangway for a friend while the B.B.C. crew were putting the finishing touches to the filming of the first series. I was given a Hero cap tally and asked to pull the flag up."

"Incidentally, they tried to film it on the quarterdeck but the light was wrong, so they did it on the fore-castle — perhaps the first time the ensign was ever flown from a warship's jackstaff, even if only for a few moments."

Mini-fleet in Wonderland!

Leigh is a small, flourishing mill town in Lancashire with three large naval associations (all active) — Lowton R.N.A. and Leigh and Atherton White Ensign Association.

It does not fly the "quarantine flag" from the masthead of its town hall, and is free from typhoid, plague, smallpox and most other diseases.

Even the Queen visited the town in June.

It is, therefore, surprising that the Navy's mini-fleet passes through the Bridgewater canal either towards Wigan or Cheshire countless times like a "scalded cat." On more than one occasion local naval associations have invited the mini-fleet to call at Leigh, without response.

To Leigh people the mini-fleet is becoming like Alice in Wonderland's White Rabbit — "no time — too late — no time!"

The fact that many Leigh men served in the Navy, and equally many gave their lives for the White Ensign during their Service, serves surely at the least for the mini-Navy (Canal Division) to pay a courtesy visit instead of travelling through at six miles an hour.

I would also tactfully draw the attention of the people who run these boats to the fact that the speed limit is four miles an hour, simply because much of the banking is dangerous!

W. H. R. Arnold
Press Officer, N.W. Federation of Naval Associations.

Leigh, Lancs.

Christianity and alcohol

As an ex-Jaunty I agree with J. W. Elder (May) when he deprecates the damage drink can do to discipline, dignity, decency and domesticity.

Regrettably, I part brass rags with him when he contends that dedicated boozers can only abandon the bottle by suddenly becoming devout Christians. All my life I have been a Christian and a teetotaler, but I would not imagine for a moment that the one condition has anything to do with the other.

I have known atheists who would never touch liquor under any circumstances, and pious churchgoers who spent most of their secular time flaked out under the mess table.

I cannot recall noticing "Thou shalt not drink" among the Commandments, nor did Christ forbid the consumption of wine after performing His miracle at the marriage feast. Ironically, the religions which do specifically forbid the consumption of spirituous liquor are the non-Christian ones.

I am indebted to B. D. Clark for recalling "My Life in the Service" which I did

long ago for The Ditty Box — then edited by one Tommy Woodruffe, who will be affectionately remembered by the older hands for a more "illuminating" phrase of his career.

I wrote that autobiographical magnum opus 30 years ago, no less — and I'm still going strong, as your reader surmises. It's all this clean living, of course — and they can't touch yer for it!

Bernard Campion.
Manadon, Plymouth.

I heartily agree with POMEM Elder (May). There are hundreds of Christians in the Services who have found that by inviting Jesus to run their lives they have been changed for the better.

They are no longer slaves to their old desires and habits but full of inner joy, peace of mind and love for others.

H.M.S. Hampshire's final commission saw two officers, five senior rates and four junior rates find this fact to be a reality in their lives.

D. L. Jones
COEMN
Fleet Maintenance Group, Portsmouth.

Cromwell's flag

As an ex-hairy submarine signalman, I find it impossible to believe that the flag reputed to be Cromwell's is as old as you say (June issue) and in such obvious good condition at that.

No, this is probably a copy made in Victorian times for some exhibition and which, over the years, like Drake's drum being heard at Jutland, has become a hard fact.

Gus Britton
Professeur de Natation
Ecole Therese D'Avila,
Libre, France.

Grockles

v. emmets

In your piece about the VT2's refuelling stop at Gunwalloe Church Cove, you say that "grockle" is the local word for holidaymaker.

In fact the local word is emmet (Cornish for Ant). Grockles are to be found to the east of the River Tamar.

P. Greenwood
Lieut.-Cdr.
H.M.S. Nelson.

Medical query

The Medical section of Drafty's Corner (May) says that the MTs are short staffed. So why are the nurses being shelled to transfer from M/A by ratings who more than fulfil the criteria and intend to make a career of the Service?

Is the object to maintain an artificial shortage, decreasing the opportunity for sport and further education and training?

LMA
BFPO Ships

Applicants eligible for transfer appear before a selection board and, if they pass, H.M.S. Centurion is informed. Drafty, who becomes involved in the timing of the draft to course, says that because of the shortages in many MT categories, every effort is made to avoid delay. No requests are shelved, he adds, although some may be delayed if the applicant is not fully qualified. — Editor.

Hirsute

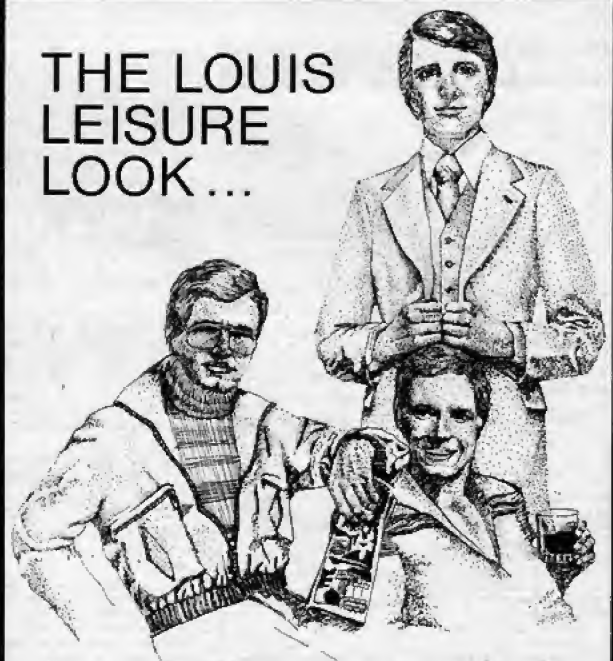
H.O.s

Referring to moustaches in the First World War, time-serving sailors were not allowed to sport them. The only chaps who could wear them were those called up for the war and known as H.O.s (Hostilities Only).

They did a good job, but I'm afraid many of us regulars were inclined to belittle their efforts.

T. W. Townsend,
Ex-PO, Chatham Depot,
Wanstead E.11.

THE LOUIS LEISURE LOOK ...



Louis

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Representatives visit most
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DRAFTY'S CORNER

This month Drafty devotes his Corner to the senior rates and explains how their promotions are made.

For those not in the Artificer Branches, advancement rosters will only take you as far as petty officer; after that it is not enough to become qualified for the higher rate and join a queue for a vacancy in that rate—considerably more is needed.

The promotion system is designed to provide the Navy with the best possible CPOs and FCPOs. To this end, Selection Boards sit annually in H.M.S. Centurion to select from all those eligible at that time for promotion those best suited to fill the following year's vacancies in the higher rate. This means that those selected are worthy of selection and represent an even spread of ages.

The number of vacancies to be filled at the Selection Board each year is assessed by forecasting the number likely to leave the Service or be promoted, and promotions are authorized to bring the forecast bearing up to the authorized numbers.

WHO IS ELIGIBLE?

To be among those eligible for selection in September / October for CPO, you must:

- Have three years' seniority as a PO (including acting time) by December 31 or the year in which the Selection Board sits. (This is under review, so watch out for a DCI on the subject.) MTIs require four years' seniority by the same date.
- Have passed professionally for the next higher rate. (This applies to the Medical Branch only.)
- Have passed, or applied and been recommended for, professional examination for the next higher rate (Regulating Branch only.)
- Have received a "Now" recommendation on Report Form S264C for that year and a "Now" or "Not Yet" the previous year.



"I've been feeling strong vibrations . . . somebody in the building needs my assistance."

To be eligible for selection in February / March from CPO to FCPO, you must:

- Have three years' seniority as a Chief Petty Officer, Chief Artificer / Mechanician or Chief Medical Technician (including acting time) by September 30 of the year in which the Board sits.
- Be 34 years of age by September 30 of the year in which the Board sits.
- Have qualified educationally. The current requirement is two G.C.E. 'O' levels, including English Language, but there are certain other qualifications such as C.S.E., O.N.C. or Nuclear Weapon Training Courses which equate with G.C.E. 'O' level.
- Have received a "Now" recommendation on Form S264C for that year and a "Now" or "Not Yet" the previous year.

In addition, you must be promoted to CPO and FCPO before you complete 22 years' pensionable service.

Anyone who has any doubt as to whether or not he is qualified or what other qualifications he needs for promotion should consult his divisional officer without delay. Don't leave things until the last minute—remember promotion means money, and time marches on.

ALL ON PAPER

Those are the qualifications for promotion, but how are the selections made? Obviously, when the Selection Boards are sitting there are no queues of bodies hanging around in the corridors of H.M.S. Centurion awaiting their turn to appeal. In fact, a board makes selection from the records on paper. But what paper?

As soon as someone is rated acting petty officer, MTI or acting chief artificer or mechanic, a promotion dossier is started, with details of the entire Service career up to that point. Thereafter, reports are rendered annually and are also placed in the dossier.

By the time the necessary seniority and recommendations for promotion have been achieved, the dossier placed before the Selection Board contains reports written by a large number of people, covering a considerable period and providing a balanced picture of the person.

In the case of selection to CPO, the Selection Board is presented

with the dossiers of all those recommended and eligible for promotion. Because of the large numbers involved, those with the highest total merit points for the past three years — at least twice the number of vacancies — are specially listed to draw them to the attention of the Board.

To ensure that everyone has a chance of being considered by the Selection Board at least once in their career, the dossiers of all those in their 18th year of service not already listed are also put before the Board for their special attention. For selection to FCPO, where the numbers involved are

more manageable, all eligible and recommended candidates are listed in merit point order.

EARLY OR LATE?

If you have been selected for promotion to CPO, notification is made by MOD signal and those selected are listed in an order of merit. Actual promotion, which will be made to fill vacancies as they occur between January 1 and December 31 of the following year, will be by issue of a Promotion Order from H.M.S. Centurion and will be made in strict order from the selected list. So it should be fairly clear from your position on the selected list whether your actual promotion will be early or late in the year.

If you have been selected for promotion to FCPO notification in the first place is made by MOD signal. All selected men who have accepted promotion and have been found medically fit to re-engage for the extra five years, will have a common seniority date of September 30 of that year. Should you be appointed to a FCPO billet before that date, you will be rated A/FCPO and confirmed on September 30. The authority for promotion to A/FCPO or FCPO is the Draft Order.

Who sits on the Board? Each group of branches has its own Selection Board with officers of the appropriate specialization as members — Operations, Marine Engineering, Weapons Electrical and so on. Each Board has a president who is a commander in the case of selection for CPO and a captain in the case of selection to FCPO. The two other members of each Board are normally commanders or lieutenant-commanders and they are nominated by the MOD. Commanders-in-Chief and H.M.S. Centurion. The interests of small specialized groups within the group of branches — submarine ratings, medical ratings, W.R.N.S. — are looked after by augmenting the Selection Boards by the addition of an officer of that specialization.

The selection system was designed primarily to allow the men of high merit to advance themselves more rapidly than was previously possible. It has been operating for six years and is well tried and proved. What is more, it works. Just have a look around at the young chief petty officers and decide EARLY that this is for you!

APPOINTMENTS

The following officers have been appointed A.D.C. to the Queen: Commanders P. C. Pritchard and R. S. Falconer, and Captains J. L. N. Ormston, P. D. Nichol, G. C. Lloyd, R. M. Burgoyne, B. M. Tobey, J. M. H. Cox, A. S. H. Kettle, A. J. Wale, J. R. D. Num, and P. M. C. Vincent.

Royal Navy appointments recently announced include:

- Commander J. A. E. Lawson, Chief of Staff to Flag Officer, Plymouth, November 6. (To continue to serve as commander.)
- Capt. G. F. Wabers, Antism in command, October 10.
- Capt. A. F. R. Wier, Bristol in command, September 20.
- Capt. B. J. Williams, Heron in command and as Flag Captain to FDNAC, October 27.
- Capt. D. W. G. Robinson, Director Naval Physical Training and Sport, June 8, 1977.
- Capt. A. J. Whitmore, Norfolk in command, July 15.
- Capt. W. T. T. Palsman, Director R.N. Staff College, October 21.
- Capt. J. E. Black, Fleet in command, September 19.
- Cdr. G. A. Eades, For duty with CSCRS (or Averger in command on commissioning for trials and service, December 1).
- Cdr. J. A. L. Myers, Hech in command, November 14.

- Cdr. B. J. Clarke, Anadze, November 2 and in command.
- Lieut.-Cdr. R. J. Pike, As staff officer Forth Div. R.N.R. and in command R.N. Perm. Staff and for Keldist in command, October 10.
- Lieut.-Cdr. P. Dodsworth, Flintham in command, September 12.
- Lieut.-Cdr. R. F. Shercliff, Wapington November 28 and in command and as SO Hong Kong Squadron, August 10.
- Lieut.-Cdr. R. W. Miller, Flawn in command, October 21.
- Lieut.-Cdr. M. P. Gilbert, Octol in command, August 11.
- Lieut.-Cdr. D. R. Morgan, Orpheus in command, August 23.
- Lieut. J. W. R. Harris, Olympus in command, June 21.
- Lieut. R. J. Bradshaw, Odlin in command, August 16.
- Lieut. H. Kay, Walrus in command, October 18.
- Lieut. A. P. Poulter, Opessum in command, August 11.

NEWS IN BRIEF

Fourteen members of the Joint Services Expedition to Liverpool Land, Greenland, arrived safely at Mestersvig, in the north-east of the continent, and began sledging down to their base camp at the foot of Carlsberg Fjord last month.

The Royal Navy and Royal Marines members of the party are the leader, Lieut. Martin Sessions, Lieut. Brian Witt, CPO Steve Williams, CPO Alan Booth, PO John Smith, and CPL Frazer Haddow.

A tenth Type 42 guided missile destroyer has been ordered for the Royal Navy. Dr. John Gilbert, Minister of State for Defence said in a Commons written reply. It will be the third built by Cammell Laird.

The commanding officer of H.M.S. Boscington (Lieut.-Cdr. L. Lindsay) and members of the ship's company and their families attended a barbecue in the grounds of Boscington House in their associated village of Boscington, Hampshire.

The Kelvin Hughes "Little Admiral" award, presented annually for the highest number

Centurion's mystery guns



Here's an unusual "broadside" from H.M.S. Centurion. It concerns two guns which were presented in 1885 to Capt. Robert Woodward, who was in charge of the Naval Brigade which went ashore at Mandalay to assist with the Burmese surrender after the Uprising.

The guns stood outside Admiralty House, Portsmouth, from 1961 until late last year when they were moved to Centurion. Unfortunately, little more is known of their story. If you recognize them and can contribute something about their history, the Public Relations Officer, H.M.S. Centurion, Grange Road, Gosport, will be pleased to hear from you.

The three girls pictured on one of the ornate guns are (from the left) Wren Writers Jill Toeman, Helen Smith and Jackie Thorne, who work in the offices of the Base Supply Officer.

Combined Services Chess Championships at H.M.S. Raleigh — including 13 from the Royal Navy and one rating from the United States Navy. Army entrants were first and second, with Lieut.-Cdr. R. Addison (Mansdon) sharing third place.

When a party of 40 from H.M.S. Lowestoft, led by Lieut.-Cdr. Mike Balloqui, visited the Suffolk town of the same name by coach, the week-end was taken up with sport and liaison duties.

When Miss England, Sarah Long, visited the Tri-Service Headquarters of the Defence Communications Network at R.A.F. Rudloe Manor, Wiltshire, she met the only Royal Navy Rating on the staff — CREM Graham Graham. There are three R.N. officers on the staff — Cdr. V. Duke (Deputy Controller), Lieut.-Cdr. C. Coombes and Lieut. A. H. Brooks.

One of the Royal Navy's few remaining fixed-wing's, 849 Squadron, celebrates 25 years of continuous commission at the Fleet Air Arm Officers' Association Ball at the Honorable Artillery Company Mess in London on July 15.

IN MEMORIAM

- M. Davis, CPO(OP), H.M.S. Jupiter, May 30.
- K. L. Edwards, MEMT, H.M.S. Ark Royal, May 30.
- A. Daloz, Wren, H.M.S. Dauntless, June 2.
- M. Conroy, AB(M), H.M.S. Raleigh, June 4.
- T. C. Allen, Mns. Garrison Sqn., Cdr. Log. Regt. R.M., June 5.

- J. R. Holley, OEM2, H.M.S. Forest Royal, June 7.
- W. Hlop, ALMEM, H.M.S. Hardy, June 13.
- R. Honour, Lieut.-Cdr. June 13.
- G. A. Bailey, Lieut.-Cdr. June 13.
- P. M. Brown, Lieut. June 13.
- S. J. Edwards, Mns. Cdr. Log. Regt. R.M., June 16.
- C. P. E. Brown, Cdr. June 16.



Pictured here are the Navy's trophy winners at Torquay's Gastronomic Festival of the South West. From left to right they are JACK T. Wood, LCK (now PO) M. Bridger, FCPOCK K. G. Fraser, Lieut. A. A. F. Doyle, CK W. Giles, JACK S. Bassett and Cpl D. Harvey.

Cooks carve up Torquay trophies

Royal Navy cooks claimed a large slice of the honours when culinary competition returned to Torquay's Imperial Hotel, once a regular stage for one of Europe's most important food festivals.

A team of R.N., R.M. and W.R.N.S. cooks won 33 awards at the four-day Gastronomic Festival of the South West, held at the Imperial during May.

Top prize, the Grand Prix de Festival Trophy, was won by FCPOCK K. G. Fraser of H.M.S. Pembroke, JACK S. Bassett (H.M.S. Nelson) produced the best overall entry in the junior class.

In all, the team won ten trophies against competition from individuals, colleges,

hospitals and hotels from all over the South West. A team from Holland gave the festival an international flavour.

TROPHIES

Trophy winners were: FCPOCK K. G. Fraser (Pembroke), Challenge Trophy and Salon Culinare Grand Prix Award for his cold fish dish. LCK M. E. Bridger (Pembroke), Challenge Trophy, miniatures in pastillage. Cpl D. Harvey (R.M. Deal), Challenge Trophy, works in

chocolate.

Lieut. A. A. F. Doyle (Pembroke), Challenge Trophy, dish to represent Torbay, and £50 and Challenge Trophy for dish using clotted cream.

JACK T. B. Wood (Dolphin), Challenge Trophy, gateaux and pastries.

JACK S. Bassett (Nelson), Challenge Trophy and Junior Grand Prix Award, collective dishes.

CK W. G. Giles (Dryad), Challenge Trophy, collective dishes.

No charge for cash advice . .

In days of financial stringency and uncertainty, when hard-earned pay disappears like snow in harvest, there is a real need to ensure that nothing is wasted or lost because of lack of knowledge or sound advice.

Ready to help anyone, serving or retired, in the naval services over a wide range of money matters is the White Ensign Association, which has been going strong for nearly 20 years.

MONEY MATTERS

It exists not just to help those with substantial sums to invest, but willingly offers advice on the most humble money matters.

An opinion can be sought on any form of insurance or assurance; how best to buy a home or to invest or use a "nest egg" or terminal grant; or on the prudence of a proposed investment or venture into a business for the future.

While the Association does not pretend to know all the answers, it has a fund of knowledge and expert advisers on which to draw, and guarantees impartial and thoughtful answers to problems.

£10 MILLION

Since its inception the Association has advised on the investment of nearly £10 million, about £8 million of insurance and assurance, and has arranged mortgages of £4,500,000 for about 1,000 house purchases.

Services of the Association, which is a registered charity, are freely given, but it does appreciate some support from those whom it helps so that it can continue its work. The address is: The White Ensign Association Ltd., H.M.S. Belfast, Vine Lane, London SE1 2JH.

See also DC(RN) S 19/76.

Apollo's so arresting!

During her ten days on fishery patrol duties, H.M.S. Apollo earned something of a reputation among foreign trawlers. The frigate's arrests included a Danish boat and two Spanish pair trawlers, all of which were subsequently fined at Lerwick.

While enforcing the new fishing laws, the Apollo was asked to assist a French trawler whose skipper had sustained a suspected fractured skull. The operation involved a high speed dash around Muckle Fluga and a spectacular helicopter winching from the trawler in very strong winds.

Next task for the Apollo was a spell as guard ship at Gibraltar. As the frigate made her way south, ten of her ship's company were heading in the same direction on board the sail training yacht Racer. Although it had been planned for Racer and the Apollo to enter Gibraltar together, the yacht had such a good passage that she arrived 24 hours earlier.

LAND ROVER PULL

A team of 40 from the frigate pulled a long wheel based Land Rover to the top of the Rock in 58min. 13sec., an Herculean effort that was sponsored to raise money for children's homes on the island and at Scarborough.

SEAM(D) Davies won the more traditional running race in a time of 23min. 26sec.



SEAM(D) Davies (left) of H.M.S. Apollo is awarded a trophy by Capt. G. M. F. Vallings, commanding officer of the Leander-class frigate, after winning the ship's Top of the Rock race.

OUT OF THE SKY... THE MOST INCREDIBLE SPECTACLE OF MEN AND WAR!



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A BRIDGE TOO FAR

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Laurence Olivier
Ryan O'Neal
Robert Redford
Maximilian Schell
Liv Ullmann

From the Book by
Cornelius Ryan
Screenplay by
William Goldman
Music Composed and Conducted by
John Addison
Produced by
Joseph E. Levine
Directed by
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Richard Attenborough

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Birthday Honours

Royal Navy awards in the 1977 Birthday Honours List included:

G.C.B. — Admiral Sir David Williams.
K.C.B. — Admiral R. D. Lygo.
C.B. — Rear-Admiral W. N. Ash, Rear-Admiral G. W. Bridle, Surgeon Rear-Admiral (D) A. E. Cadman, Maj.-Gen. R. J. Ephraums R.M., Rear-Admiral D. G. Satow.
K.B.E. — Vice-Admiral L. R. Bell Davies, Rear-Admiral W. D. S. Scott.

C.B.E. — Capt. D. G. McL. Averill R.F.A., Col. P. Griffiths R.M., Capt. M. R. C. Howlett, Capt. K. A. Leppard, Commodore O. P. Sutton, Capt. K. D. E. Wilcockson.

O.B.E. — Cdr. G. C. Chapman, Cdr. K. Cook, Cdr. K. H. Dedman, Cdr. P. J. Edwards, Cdr. R. D. Ham, Cdr. (i) P. W. Hockley, Cdr. W. C. Hodgson, Cdr. P. R. Lees, Surgeon Cdr. A. McEwan, Cdr. J. A. Neilson, Major (local Lieut.-Col.) P. J. Neville R.M., Cdr. M. Roberson, Cdr. R. G. Sheffield R.N.R., Cdr. D. S. Smith, Cdr. R. Sothcott R.N.R., Cdr. M. Wilson.

M.B.E. — Lieut. T. J. Chapple, Lieut.-Cdr. D. I. Colwell R.M.R., Lieut.-Cdr. T. S. Cooper, FCOY P. W. Kitchen, FCCA(A/E) A. J. Lilley, Lieut.-Cdr. D. Lynd, Lieut.-Cdr. A. D. McLaughlan, FCOPTWD A. N. Marks-Cockett, Lieut.-Cdr. G. Pincott, WO2 J. E. Porter R.M., Lieut.-Cdr. D. B. Sharkey, Capt. F. C. Smith R.M.R., Lieut.-Cdr. W. S. Smith, Lieut.-Cdr. D. R. Taylor, Lieut. D. A. Wilkie, FMAA T. W. Wilkinson, Lieut.-Cdr. I. E. Williams.

B.E.M. CSGT D. Balderson R.M., RELMN(A) C. S. Biggs, CPO D. R. Blanchard R.N.R., CCEMN(SM) G. Bridge, CPOA(SE) K. N. Bridges, ACPOSTD A. J. Bridgewater, CPOMA K. C. Burton, CSGT E. J. Davies R.M.R., CPO(CA) C. R. Dunn, CY R. W. D. Edgar, CPO(D) M. G. Fellows, COEMN J. R. Fletcher, CPO(SEA) T. Folley, LACCEMN(SM) M. F. D. Fox, POSA (SM) Glyn, CRS R. H. Grass, CCEMN(SM) M. Guy, CPO(OPS) (S) D. A. Hiley, LS(MQRT) C. A. Keely, CPO(SEA) A. E. P. Kilbourne, CPOCK J. R. Lyall, CWRENNW M. Mann, CEL(A) P. A. Moncaster, Musn1 D. S. Mullan R.M., CPOCK T. A. M. Ottley, CAA (AE) R. R. Pearce, REM1 J. F. Pooley, MA E. A. Pyke R.N.R., COEL C. A. Rich R.N.R., CPO(SEA) A. Robinson, CPO(COXN)(SM) S. G. Roscoe, CPOFT H. C. Sharp, CPOSTWD M. L. Turner.

Royal Red Cross: A.R.R.C. — Miss P. K. Dowling, Superintending Sister, QARNNS, FCMT G. W. Hampton.

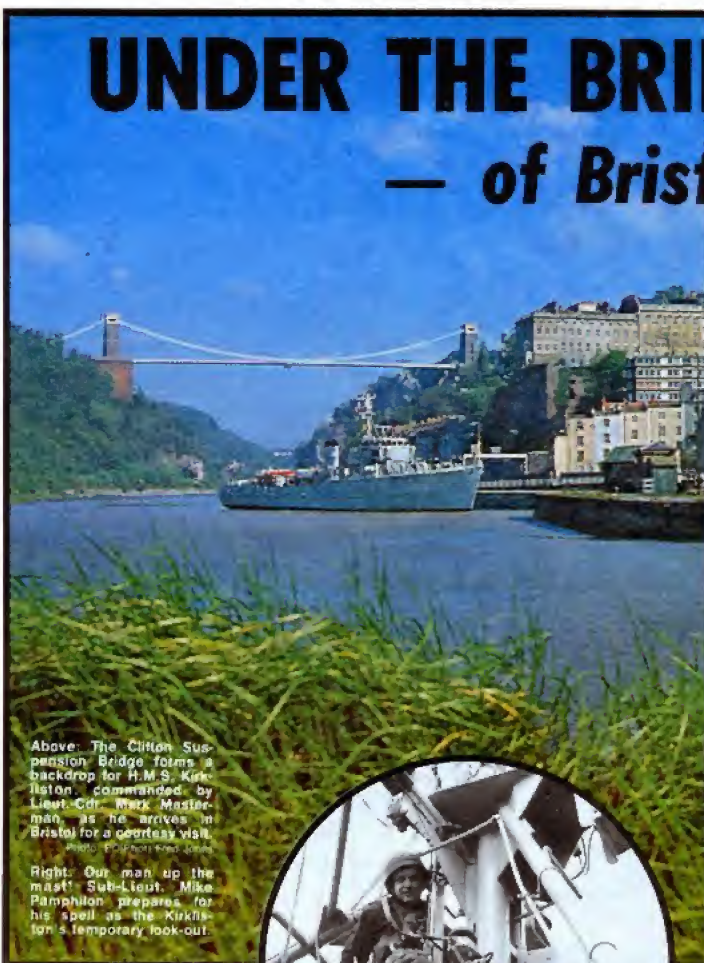
Air Force Cross — Lieut.-Cdr. K. M. C. Simmons.

MASTERS OF M.E. AT MANADON

The advanced marine engineering course held at R.N. Engineering College, Manadon, has now been approved by the Council for National Academic Awards as an MSc degree course in marine engineering. First students to receive a Master's degree will be those who successfully complete the course this summer.

The course, which has been in existence since 1918, aims to prepare selected student officers for jobs in the Ship Department and some research establishments. It was transferred to Manadon in 1971 from R.N. College, Greenwich.

UNDER THE BRIDGES — of Bristol . . .



Above: The Clifton Suspension Bridge forms a backdrop for H.M.S. Kirkliston, commanded by Lieut.-Cdr. Mike Maslerson, as he arrives in Bristol for a courtesy call.

Right: Our man up the mast! Sub-Lieut. Mike Pamphilon prepares for his spell as the Kirkliston's temporary look-out.

While the minehunter H.M.S. Kirkliston was in Bristol on a courtesy call, members of the ship's company enjoyed a tour of the Concorde production section at the Filton British Aerospace works.

They also visited Harvey's wine cellars and Courage's brewery. Other items on the itinerary included a visit to the S.S. Great Britain, now elegantly displayed, and a soccer match between the Rovers and the City.

Official entertainment in the ship was reciprocated at the Mansion House and the Merchant Venturers' Hall. A happy liaison was established with the local police and the visitors enjoyed a cricket match and a social. There was also an exchange of hospitality between the ship and the R.N.R. in H.M.S. Flying Fox and the R.M. Reserve at Dorset House.

Parties of Sea Cadets went on board, and there were also many visitors when the ship was open to the public.

LOOK-OUT

While on patrol a little earlier the Kirkliston one day found herself in an empty sea and temporarily without radar. There was only one answer — to send a man aloft as a look-out. A willing volunteer, Sub-Lieut. Mike Pamphilon, was quickly briefed and equipped with safety harness, non-conducting boots, a helmet, binoculars and radio, before making his way up to begin his lonely vigil.

His journey wasn't really necessary, as it turned out, because (according to the ship's report) it was discovered that the radar would work with silver paper inserted in a few judicious places!

The Kirkliston is also proud of another piece of ingenuity: when the ship was in danger of arriving a little late for leave chief boson's mate LS T. R. Silva devised a method of hoisting a makeshift sail. This experiment proved a success for, downsea with a following wind, the ship gained an extra knot-and-a-half, so advancing her expected arrival time at Portsmouth by more than eight hours.

. . . and the Corinth Canal

H.M.S. Hecate took a break from another lengthy spell of surveying to wear the flag of Sir Brooks Richards, British Ambassador to Greece, during a four-day visit to the Ionian Islands of Zante and Cephalonia. The last occasion on which a Royal Navy ship visited the two islands was immediately after they were devastated by an earthquake in 1953.

Shortly after embarking the Ambassador and Capt. D. G. Mather, British Naval Attache at Athens, the Hecate made her way along the 31-mile long Corinth Canal (pictured right) on passage to Zante.

Official functions included the Ambassador's lunch party on the captain's deck. There was an orphans' tea party, schoolchildren's visit, and an extremely well attended soccer match between the ship's XI and Zakynthos Town. Two days and many sun-soaked beaches later the survey ship weighed anchor for Argostoli, the main town on Cephalonia. Here, too, there was an official lunch party given by Sir Brooks Richards.

While at Cephalonia the Hecate was visited by Cdr. R. Leonard, at present serving with NATO at Athens. He was a pilot serving in H.M.S. Bermuda when she brought the first relief to the island in 1953.

H.M.S. Hecate left the islands and their azure waters to return to work before visiting Gibraltar. After the Fleet Review she was due to return to Devonport for leave and docking.



The world's largest selling gin.



Hecla conquers Mount Hecla

Readers of Navy News may recall that in June last year a team from H.M.S. Hecla were unable to climb Mount Hecla on South Uist in the Outer Hebrides and had to be content with conquering the 706 feet of the Hecla on the island of Mingulay. Now the ship is pleased to report the successful ascent of Mount Hecla, all 1,988 feet of it!

The survey ship's helicopter ferried a team of climbers to the base camp in the foothills of the mountain where the night was spent under canvas. Early the next morning Lieut. John Nundy and his team — Lieut. Dave Grogan, POEL Jan Pack, LS Doc Foster, S(SR) Spike Rogers and JMEM Smudge Smith — set out over rough bog and moorland studded with lochs and burns to make the attempt.

The final push was made in strong winds and low cloud, which fortunately cleared as the team reached the top to reveal the magnificent panorama of the Outer Hebrides. The view was considered well worth the effort of the climb and gave a new outlook on the Little Minch to those of the climbers who had assisted with the recent survey of the area.

BEACON

As part of the celebrations for the Queen's Silver Jubilee, Hecla Flight, led by Sub-Lieut. Mike Crabtree, lifted a ton of wood from the Royal Artillery Range on Benbecula Island to the top of Mount Hecla. The operation took four hours.

The wood was used to construct a beacon which was lit on June 6 as part of the chain spreading from Windsor to St Kilda.

While surveying off the Western Isles the Hecla established a good liaison with the Army serving on Benbecula Island, which has a daily air mail service enabling the Hecla to collect mail every few days by use of her Wasp helicopter.

MUSIC ON THE MOVE?

A spirited "tug-of-war" has been taking place between Hampshire and Kent over the future of the Royal Marines School of Music, with Portsmouth City Council enthusiastic that the school should move to Eastney, and Deal equally keen that it should remain in the town which has been its home for many years.

Navy Minister Mr. Patrick Duffy has said he hoped that studies of the situation would be completed by June and that a final decision could be taken during the summer.



WELCOME HOME

Above: CMEA Terry Guy, of H.M.S. Neptune, provides an appropriate welcome as H.M.S. Churchill, the 3,500-ton nuclear-powered Fleet submarine, docks at Faslane after the Group Five Trans-Atlantic Deployment.

Picture: LA(Phot) Jim Ferguson

Left: Returning from the four-month deployment, H.M.S. Tiger — with Flag Officer Second Flotilla (Rear-Admiral Martin Wemyss) embarked — passes R.F.A. Tarbatness (foreground) as she steams up Portsmouth Harbour.

Picture: GPO (Phot) Tony Wilson

ROTHMANS KING SIZE



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EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

ABOUT BOOKS



Lord Nelson: Even in his departure from family rectitude he showed as open honesty in keeping with the qualities which made men willing to follow wherever he led.

Here Nelson fell

(AND HE NEVER STOOD A CHANCE)

As a hero of England, Lord Nelson has always had an embarrassing blemish, which a somewhat puritanical and hypocritical nation has done its best not to mention too loudly.

Taking a mistress would have meant little in the manner of the times, but Nelson observed none of the discretions in his love for the daughter of a Cheshire blacksmith.

Emma Hamilton, to say the least of it, spread her affections around somewhat generously before coming into the life of our greatest sailor, but in the manner of her kind through the ages, she used men with far greater success than they used her.

The personal life of Trafalgar's victor is closely examined in "Nelson: The Essential Hero," by Ernie Bradford, published by Macmillan (price £6.50).

How could it possibly come about that Nelson, possessing all the god-fearing virtues, and a man of unswerving family devotion,

should fall to the charms of one of the notorious ladies of his age?

Mr. Bradford has delved into the fairly rich fields of available information to draw his own conclusions on the somewhat enigmatic and fascinating side of Nelson's character.

AFFECTIONATE

Before Horatio married a young widow in the West Indies, he had never shown any disinclination for feminine company, but his relationship with Fanny, according to comment at the time, was hardly one of tempestuous passion.

During his many absences, they corresponded in most affectionate terms, displaying the outward regard of a loving husband and wife, but she bore him no children, thus providing a basis for the conclusion she was unresponsive. In medical terms this is a ridiculous assumption, but one which lingers.

Emma Hamilton: All agreed that she had a radiance and certainly she had learned through her chequered career the nature of men and how to please them.



tarnish the qualities for which he will always remain in a place of honour.

The temptation to dally upon Nelson's intimate life lies in the secrets which can only be guessed at, whereas his courage and skill are fully documented.

IMPRESSED

Perhaps above all things, and alien to his environment, he felt for his fellow men — his shipmates at all levels — having been deeply impressed throughout his naval life by the saying "At the most honour, forward the better man."

Mr. Bradford has taken the sand of Nelson's life and combed it into variations according to his own research, though the basic pattern is unlikely now to see much change.

He has done his work well — especially perhaps for the reader less steeped in the ceaseless outpouring of books on the Nelsonian era.

JACK WASN'T ALWAYS JOLLY



Before Jolly Jack became the darling of the Victorians, he had endured an era of glories and suffering, fighting the nation's enemies with the utmost loyalty and dedication.

Former lieutenant-commander, John Winton has researched into sea ballads, ships' logs, and sailors' personal writings and reminiscences to produce the latest of his works "Hurrah for the Life of a Sailor," published by Michael Joseph (price £6.50).

It is amusing to read that the matelot of the last century "was always fond of animals and children, and as generous with his money as his oaths. He hated ship's thieves and ship's police equally. He was always suspicious of those who issued his pay, his rum, and his food."

So far as pay is concerned, the effect of the Armed Forces Pay Review Body has not altogether altered the atmosphere in that area, but during the century the sailor's life changed vastly for the better, one important reason being the arrival on the scene of James Wood, a bluejacket who signed on in 1879, and was astute enough to understand and employ the press to campaign for his mates.

Writing as Lionel Vexley, he eventually edited the influential newspaper "The Fleet," becoming, in the opinion of the author, "the first man on or from the lower deck to make the mental transition from the nineteenth to the twentieth century."

DIFFICULTY

One quotation in the book is from the United Service Magazine of 1893, in which the writer referred to the growing interest in home and family, but warned that "to get at a bluejacket's wife is sometimes a matter of difficulty, and when reached she does not always receive the advances of the captain's or commander's wife with effusion or even civility."

EVANGELISM

Although this was true long after 1893, it could perhaps be claimed that the relationship between families at all levels has at least kept pace with the sailor's improved social status.

The book is packed with fact and tale, ranging from the disease-ridden messdecks of the post-Napoleonic era to the improvements brought about by the fighting, practical evangelism of Aggie Weston.

Adding enormously to the interest is the inclusion of scores of illustrations taken from prints and etchings.

H.M.S. Captain in an Atlantic gale before she foundered in the Bay of Biscay in September, 1870, with the loss of 472 lives — the greatest disaster of the mid-Victorian Navy. Illustration from "Hurrah for the Life of a Sailor."

IN BRIEF

"From the Deep of the Sea — an Epic of the Arctic," by Charles Edward Smith, published by Paul Harris (price £4.50). Reprint of an account by a whale-ship surgeon of terrible privations endured by the crew of the Diana, of Hull, locked in the Arctic ice and "lost" for 14 months.

"The Mauritius Command," by Patrick O'Brian, published by Collins (price £3.95). Another Jack Aubrey story, written with a sense of authenticity. A dashing tale of the glories and problems of the sailing ship navy.

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PAPERBACKS

"North Star Crusade," by William Katz (Arrow), a highly-topical fiction account of Polaris missiles directed at America, leading to a world crisis.

"Richard Bolitho — Midshipman," by Alexander Kent (Arrow), a tale of 1772 when the good ship Gorgon was ordered to Africa's west coast to destroy those who challenged the authority of the King's Navy.

"Sea Stories," edited by Alan Richards (Penguin), an excellent selection of a score of yarns, both truth and fiction.

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A right regular £3,000

The special situation of the Royal Marine Commando units, often away from their bases for weeks and months at a time, has been recognized by the establishment of a continuing system of half-yearly Sailors' Fund grants.

Sultan Club goes in the dark

Spectators at cabaret shows in the Sultan Club have not been seeing all they might have (although, it should be quickly added, nothing improper is being hinted).

Lighting effects at the Club have not been satisfactory and there is no efficient console or communications system to help timing of events.

SYSTEM

A sum of £3,000 was sought towards an improved system which would mean more popular acts could be booked for a club which is used by junior ratings of H.M.S. Centurion, Dredalus, and Collingwood, as well as H.M.S. Sultan. Local funds are providing more than £1,500.

Half the money sought was granted, and the matter went on to the Fleet Amenities Fund.

Adventure aid

Considerable enthusiasm was shown in supporting Royal Navy and R.M. participation in the Joint Service entry for the 1977-78 Round-the-World Yacht Race. The Services have entered in Nicholson SS, Adventure, in the race, which starts from Portsmouth on August 27.

It was agreed to aid on the basis of £200 per man, up to a total of £2,000.

This places them in a similar position to seagoing ships, and the sum of £3,000 granted will be spread among five units.

Members of the Grants Committee of the Sailors' Fund heard at their half-yearly meeting in June about the Marines' deployments, exercises and operational tours and that much time — sometimes up to ten weeks — was spent at sea.

Conditions facing a Marine in the Commando Forces were fully comparable to those experienced by a sailor or Marine serving at sea, said the application.

WELLBEING

Grants given in the past have provided day-to-day facilities for the wellbeing of men in such diverse places as Northern Ireland, Canada, Arctic Norway, Borneo and Malaysia, and these facilities added greatly to comfort and morale.

One questioner asked if the Marines, while on deployment, did not benefit from the ships' grants, but it was explained that grants to ships were based on numbers in ships' companies and not embarked forces.

UNANIMOUS

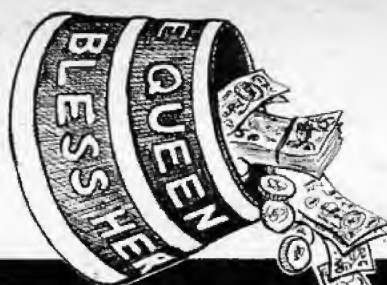
The vote to give the Marine Commandos continuing grants was almost unanimous, after which members heard that there would now not be any more individual bids from Commando units.

Four applications which were before the June meeting were therefore withdrawn: Multigym and judo mat (both from 40 Cdo); general amenities (41 Cdo); and skis and bindings (45 Cdo).

STEWARD

Having a steward on the spot, covering the long hours necessary with the coming into full use of the Centre, will also provide more security for the clubhouse, machinery and other property.

Wide support was given to this application, and also to the bid for a standby loan of £6,000 for running expenses. Weather had played a part in the Centre not getting under way more quickly, but things were now looking up from an income point of view, members heard.



SAILORS' FUND

Where your money goes

Southwick Park Naval Recreation Centre. Renovation of farm cottage and provision of bar store — grant of £9,840. Also £6,000 standby loan for running expenses of Centre.

Angling Clubs of H.M.S. Osprey and H.M.S. Heron. Grant of £8,250 for fishing boat.

Rowner Recreation Centre. Fittings and furnishings for functions room — grant of £7,708.

H.M.S. Collingwood. Portakabin changing room — grant of £3,170 towards £3,670 sought.

R.N. and R.M. Sub-Aqua Club — grant of £2,729 for compressors.

Round-the-World Yacht Race. To aid R.N. and R.M. participants of Joint Service entry — grant of £200 per man up to total of £2,000.

H.M.S. Sultan. Four seating units for sports events — grant of £1,804.

Sultan Club. Lighting etc. — grant of £1,500 towards £3,000 sought.

N.P. 8901 (Falkland Islands). Two trials motor cycles — grant of £1,404.

H.M.S. Collingwood. Motor club equipment (ramp) — grant of £1,400.

H.M.S. Dolphin. Car maintenance club equipment — grant of £1,200.

H.M.S. Repulse. Carpet for Submarine Club in H.M.S. Caledonia — grant of £1,000.

R.N. and R.M. Sports Parachute Association. Parachute opening devices — grant of £800.

Devonport Services R.U.F.C. — grant of £800 for security shutters for clubhouse bar, and grant of £400 for rugby strip and rugby balls.

R.N. Kayak Association — grant of £600 for slalom canoes (of total of £1,900 sought for canoes and equipment).

Hilsea Community Centre. Public address system — grant of £497.

H.M.S. Vulcan. Billiard table repairs — grant of £233.

H.M.S. Dolphin. Model railway equipment — grant of £150 towards £300 applied for.

H.M.S. President (Comcon Whitehall) Cricket gear — grant of £150.

Applications which were unsuccessful were — H.M.S. Sultan, R.N. and R.M. Coarse Angling Association, Fort Rowner moat de-silting (£9,031); Royal Marines, Poole. Refrigerated salad counter (£2,014); H.M.S. Dolphin, Car compound (£1,000); Royal Marines, Poole, Sauna Bath (£909); H.M.S. Cambria, Coloured TV for permanent R.N. staff (£200).

In addition to the amounts approved, the Grants Committee also agreed to the usual half-yearly grant to H.M. ships of £35,000, and to a half-yearly grant to R.M. Commando Units of £3,000. Total amount disbursed at the meeting was therefore nearly £90,000.

Some of the applications which failed to gain sufficient support may have other chances through the Fleet Amenities Fund or Nuffield Trust.

'No' to moat plea

Despite a strong plea, an application for £9,031 to remove 130 years of silt from Fort Rowner moat at Gosport finally lost out.

On behalf of Portsmouth R.N. and R.M. Coarse Angling Association, H.M.S. Sultan asked for the cash to de-silt the area known as School Stretch of the moat, so providing recreational angling facilities and improving the environment.

Another argument used was that it would create an abundance of water for emergency firefighting use in Sultan.

VOLUNTEERS

When the possibility of using volunteers was raised, it was explained that already a "terrific" amount of work had been done but that special equipment was needed.

Members were told that the ships were not too enthusiastic about this sort of money for work on a moat, and the bid failed. However, it had a second chance as it was also to be considered by the Fleet Amenities Fund.

Scramble to the islands

There's not much to do in off-duty hours in the Falkland Islands, and it was agreed that a couple of Suzuki trials motor bikes might enliven the scene for members of the small party of Marines there.

With recreational facilities limited and only 12 miles of road (all centred on Stanley), one of the best ways across the rough terrain is motor-cycle. Besides their use for travel, the machines would also be suitable for scrambles.

£1,504

Delivered cost of the bikes is £1,504 and the local Centeen Fund is providing £180 towards this.

The Falkland Islands is a place which the Sailors Fund has never previously penetrated and the Committee were happy to grant £1,404 to help the lonely existence of N.P. 8901.

Collingwood's answer to 'streakers'

Southwick Park's £9,840

Tight fit at Rowner

Anglers to get £8,250

'Per sauna non grata'

An average sports afternoon in H.M.S. Collingwood can find 180 players requiring changing facilities in five rooms each measuring 10 feet by 12 feet.

A new complex catering for more playing fields seems a long way off and by that time there may well be a dual carriageway between the establishment and the present playing fields.

The answer, as sought in a bid for £3,670, was a Portakabin designed as three changing rooms, which could continue to provide facilities after its original use had been superseded.

Without the cabin, a vision of "streakers" across a dual carriageway was conjured up in the mind of one of those present!

The decision was for a grant of £3,170 towards the £3,670 sought.

Submarine Club

An application from H.M. submarine Repulse for a grant of £1,000 to carpet a Submarine Club in H.M.S. Caledonia was agreed. Submariners and their wives had worked hard to convert the club from an old nut, the committee was told.

Southwick Park Recreational Centre, a project close to the heart of the Sailors' Fund, received another helping hand in response to two applications. Now that the project is under way the need for a club-steward living in has grown, and £9,840 was sought to renovate a farm cottage and provide a bar store.

Fitting out and furnishing of the new function room at Rowner Recreation Centre will now be possible, thanks to a grant of £7,708. This covers fitting out of the bar space, supply of soft furnishings, 250 stackable chairs and 25 tables and stage lighting and curtains.

The room will allow a wider range of functions, including teenage discos, dances, bingo, cabarets, clubs such as soccer and darts, and week-end lunchtime family participation. (At present children cannot be admitted because of lack of space).

When the extension is completed — by the end of August, it is hoped — the number of people who will be able to get in will be trebled.

The sum of £1,000 was offered from local funds and there was wide support for the project by the Grants Committee.

The popularity of angling, reputed to be "Top of the Pops" of the national sports, was stressed when an application was considered for a purpose-built recreational fishing boat for use by members of the angling clubs of H.M.S. Osprey and Heron and anglers of ships visiting Portland.

The boat would be suitable to fish recognized good fishing marks outside the harbour in Weymouth Bay and had to be capable of carrying at least 8-10 anglers.

NAVAL BOAT

One of the queries raised was whether there was a naval boat, or at least a hull, which could be used, but it was explained that something special was called for.

The meeting, told that a total of £1,500 would be available from local funds, voted the full amount sought of £8,250.

Sauna enthusiasts are no doubt perplexed why the mere mention of the word can raise a smile, as it certainly did at the Grants Committee.

"Now almost an accepted part of keeping fit" was the view members were invited to take as they were urged to grant £909 towards a sauna bath for the Royal Marines at Poole.

But an "anti" voice — and one who knows more than a little about sport — felt obliged to cast doubt on the plea that "it works like a massage on tired muscles by toning up the body and calming down nervous tension."

Not to put too fine a point on it, the toning-up bit was referred to as "a load of rubbish."

Another view was that even these days, saunas must be looked on as a luxury rather than a necessity, whereupon — and in the event of anyone thinking otherwise — there was

a quick reassurance that they were perfectly respectable.

Yet another voice reminded the meeting that he had feared that when money was granted for a sauna for the H.M.S. Neptune sportsdrome, a precedent had been created.

Undeterred, the Marines pressed on with arguments like "some of the parts that wear out on Marines" would benefit from a sauna. In case there were any doubts which parts these were, it was quickly explained that what was meant were things like knees, ankles and backbones. Saunas were more than just a nicety, was the plea.

But the bid finally floundered and the Marines went down fighting to the rather clever comment of "Per sauna non grata."

Navy News

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Sons of the Services

Prompted by reports in Navy News from time to time about fathers, brothers and sisters serving in the Navy, Mrs. C. Parsons, an ex-Army wife writing from Patchway, Bristol, says, "I often wonder how many people like my husband and I can say that they have four sons in the Services?"

I could until early this year when one of them went to Canada to live. He was in the R.A.F. One son is a sergeant in the Army and the other two are in the Navy — OEM Parsons, serving in H.M.S. Fearless, and AB Parsons in H.M.S. Hermes."

Mrs. Parsons goes on to thank everyone in the Fearless for the "lovely day, nice meal and trip into Plymouth" when the ship returned there in the spring.

A COUPLE OF MUGS!

Jubilee mugs of varied colour, size and material have appeared in the shops during the celebrations, but below are a "Couple of Mugs" with a style all their own. Jubilee fancy dress winners Claire Hayman (8) and her sister Amanda (4) pose with Cdr. Michael Fulford-Johnson, executive officer of R.N. air station Yeovilton, who opened the Jubilee fête at Ilton village, near Ilminster.

Photo: PO(Phot) Les Warr



Home and away: Here are pictures representing just two of the many parties organized for naval children as part of the Silver Jubilee celebrations. The one above was obviously a signal success and it doesn't take an expert to see that the message in the flags is definitely patriotic. Making sure that the Jubilee spirit doesn't flag are parents and children from one of the Navy's smallest "married patches" at Emsworth. Despite dismal weather this loyal group, pictured by

M.Q. CHAIN OF EVENTS

"I have been in a married quarter for a few months and have realised there is one important thing missing," wrote a PO steward to Navy News. "It is a safety chain on the front door. Everyone knows that in the case of married quarters, husbands are often away from home, making the question of chains all the more important."

There is an old saying that great minds think alike, although in this case what has happened probably owes more to common sense than deep thought...

No doubt the question of safety chains has been considered many times before, but it so happens that just before the PO wrote his letter a message went out from London announcing a new policy on security chains.

This will allow the fitting of chains to the front doors of newly-built quarters and to existing quarters which are considered particularly at risk because of their situation, the role of the establishment or absence of the husband on

service duty. It is a policy which will meet with the approval of many Service husbands and wives — especially the petty officer who wrote to Navy News.

Orders of priority for the work will be drawn up but as yet no time-scale can be given for when it will be carried out. Certainly it is not going to happen overnight. The policy applies tri-Service and may vary to some extent in the method in which it is applied. In any event a review is to be made in two years time on progress made.

The Navy has about 16,000 quarters and it is understood that a few already have security chains.

Fancy seeing you here...

The commanding officer of H.M.S. Revenge, Cdr. Richard Frere, met his brother-in-law, Cdr. David Barraclough, the commanding officer of H.M.S. Gurkha, at the Clyde submarine base when the Gurkha was visiting and berthed ahead of the Revenge.

Their wives were on the jetty to greet them and make the chance meeting quite a family occasion.

The officers have served together twice during their naval careers.

Guests from Holy Loch

About 60 members of the R.N. Wives Association entertained a similar number of American women from the U.S. base at Holy Loch. The visitors arrived by boat at the Clyde submarine base and were taken by coach to the Drumfreck Club, Churchill Estate.

After lunch an interesting and amusing talk on antiques was given by Mr. Andrew Thomson, a Helensburgh man who is a driver at the base and a keen collector of antiques.

Below: Some members of the Anglo-American get-together seen outside the Drumfreck Club.



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CPO(Phot) Steve Dargan during a rare sunny spell, enjoyed the traditional party. Overseas, too, the Jubilee was certainly not forgotten. The picture above shows part of the entertainment at a party held at the Fleet Pavilion, Gibraltar, for 160 children of naval families serving on the Rock. The party was organized by the Naval Wives' Club and all the children received Jubilee Crowns.

KELLY'S ROYAL GUARD

A public school with strong naval connections, Kelly College, Tavistock, is celebrating its centenary this year. On a visit to mark the occasion Prince Charles was presented with a cheque for £500 for the Silver Jubilee Fund from the 300 boys and sixth-form girls.

The Prince inspected a guard of honour mounted by the College Combined Cadet Force (pictured right), unveiled a stone marking the beginning of a new swimming bath and squash courts, saw a judo display and visited Conway House, the new boarding house built for the centenary and named after H.M.S. Conway.

Kelly College was founded in 1877 by Admiral Benedictus Marwood Kelly. Many naval parents send their sons and sixth-form daughters there, and many boys go on to serve in the Navy. More than 100 of the boys are in the R.N. section of the Combined Cadet Force.

Admiral Sir David Williams was guest of honour at the Old Kelleian centenary dinner, and the Flag Officer, Plymouth (Vice-Admiral J. M. Forbes) was guest of honour at the prizegiving. The headmaster of the college, Mr. Denis Ball, was guest speaker at H.M.S. Fitzgerald at the end of May.



New homes for old at Gosport

Possibly the first new block of flats designed exclusively for naval pensioners and their families, Neptune Court at Bridgemark, Gosport, was officially opened by Admiral of the Fleet Earl Mountbatten at the end of May.

Occupation of the flats — 20 for married couples and 16 for single people — has gone on steadily since the first tenants moved in early in March. Each flat is self-contained and has lounge, bedroom, kitchen and bathroom, and there are two additional lounges for residents, plus guest rooms, a launderette and many other services.

Under the guidance and encouragement of the resident warden, Mrs. O. Burrows, a good social life is already emerging so that the building grows into a community rather than just a block of flats.



PLAQUE

The project is operated by the Agamemnon Housing Association Ltd. which developed from Victory Housing Society, formed in 1933 to provide houses for naval ratings. Money raised by the sale of some of the original Victory Housing Society properties at Tipner, Portsmouth, was used to finance Neptune Court, whose flats are for old age pensioners who are also naval long

service pensioners or their widows.

After unveiling a commemorative plaque and declaring the building open, Admiral Mountbatten visited several flats, including one specially designed for the disabled. He talked to the residents assembled in both lounges.

Among those present at the opening ceremony were the Mayor and Mayoress of Gosport

(Mr. and Mrs. Tom Keith).

Day-to-day management of the project is carried out by the hon. secretary of the Agamemnon Housing Association (Mr. S. W. Bone) and the committee consists of retired naval officers and ratings, and also a local doctor and bank manager, under the chairmanship of the Commodore of H.M.S. Nelson (Commodore P. L. F. Beeson). Oldest member of the committee is ex-ERA Henry Pope, aged 87.

Left: Meeting Admiral Mountbatten when he officially opened Neptune Court is one of the residents of the new flats, Mr. W. H. Felton, who left the Royal Navy as a chief stoker at the end of the Second World War after 25 years' service.

Naming ceremonies

H.M.S. Scylla's bell was used as the font for the first baptism to be held on board since the ship recommissioned at Gibraltar in the spring. In fact, it was Scylla's first such ceremony since 1974.

Another frigate which proudly reports a similar ceremony on board is H.M.S. Arethusa. In her case, however, the christening featured five sons and daughters of ship's company members.

'CUT OFF AT HARTWELL'

Mrs. A. Maltby, of Northants, whose husband is serving in H.M.S. Ark Royal, is hoping to contact other naval wives living in that area. "I feel cut off from naval life," she writes, "and if there are other wives who feel as I do perhaps they would like to get in touch with me at 19, Amberley Road, Hartwell, Northants."

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Some dates still available for Christmas Parties.



GET WISE ON DCIs

Bush jackets cut to fit the economy

Officers will be disappointed to learn that their promised short-sleeved white bush jackets have been deferred for at least two years. Defence economies are to blame. The introduction of lightweight navy blue nylon raincoats has also been axed for the moment.

Several other items of clothing are dealt with in recent Defence Council instructions, as is the proposal for collar badges for officers.

Defence economies have resulted in deferments of some improvements to naval officers' wear, namely the introduction of lightweight navy blue nylon raincoats, and the substitution of short-sleeved white bush jackets for two of the three

white tunics in tropical outfits.

Re-instatement of these items, even beyond 1979, does not at present look hopeful.

"It is realized," says the official announcement, "that there will be disappointment in the Fleet about delays in getting the white bush jackets in particular, but with only limited funds available, it has been necessary to spend the money on the more widely worn blue uniforms and working garments."

"Meanwhile, trials of easy-care white uniform materials are in progress. If they are successful, consideration will be given to buying new material in 1978/79 for making up new bush jackets and trousers the following year."

Two important changes are expected to be introduced towards the end of this year, namely the inclusion of ready-made navy blue worsted/polyester trousers for wear on ordinary working occasions, and the inclusion of thigh-length shower-proof windproof jackets (also for everyday wear). Availability of the windproof jacket will lead to the progressive phasing out of personal greatcoats and overcoats, and to the introduction of gaberdine "topcoats" with shoulder straps for general uniform wear. Resultant changes in dress and scales will be substantial.

The Board have had second thoughts about the proposal that collar badges should be worn on white collar-attached shirts on ordinary duty and working occasions.

Because it has become increasingly clear that most officers would prefer to go on wearing shoulder badges on jerseys and shirts, as at present, the Board have abandoned the collar badge idea.

DC1 (RN) 331

★ White jumpers

Tropical white drill jumpers and tunics are now a "reduced requirement" for sailors, and the allowance is to be cut from two to one, but they will continue to get two pairs of white drill trousers.

Ships will carry stocks of white drill jumpers, tunics and trousers for loan issue to such personnel as boats crews, and quarter deck and gangway staff.

Shore establishments may also have "loan" stocks for issue on ceremonial occasions.

DC1 (RN) 332

★ Improved shoes

Improved white canvas shoes with PVC soles and heels are being introduced for both officers and ratings, being lighter in weight, less expensive, and more comfortable to wear.

The PVC soles and heels are more flexible and headwear than leather, have good non-slip properties, and will not leave scuff marks on decks and floor coverings.

Popular sizes will be the first available, on the expiry of existing stocks, but in the case of sizes 5, 6, 11 and 12, the time mentioned is 1978 (subject to review towards the end of 1977).

DC1 (RN) 330

Aim of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.



"Can't have my hair looking a mess if I'm going to wear my new thigh-length outfit for Divisions, can I?"

MIDNIGHT DECISION

Is midnight today or tomorrow? Most people would probably regard midnight as today, but "Defence Standards" have decided to rationalize it into tomorrow.



"I don't care if it's tonight, tomorrow or next week — I'm still doing my Cinderella think, O.K."

The aim is "to eliminate any possibility of confusion arising from simultaneous use of varying standards."

Least readers who were quite clear in their minds before, should now find themselves confused, the official working is this:—

"With immediate effect, when it is necessary to express in writing the precise hour of midnight as a unit of time, it is to be expressed as '0000 hours' of the day that immediately follows. For example, '0000 hours 16 July' means midnight on the night of 15/16 July, which, if expressed as a Date Time Group based on Greenwich Mean Time will be written as '160000z'. From the Service point of view, therefore, 'midnight tonight' has for ever been abolished, and special care will be necessary in making assignments with pretty Wrens."

DC1 (RN) J340

★ Superintendents

Because W.R.N.S. officers are being promoted at an earlier age, it is likely that all superintendents will be able to serve in the rank for the maximum period of seven years. Under existing regulations they are compulsorily retired on completion of seven years in the rank, or on reaching the age of 55 (whichever is earlier).

To avoid having too many long-serving superintendents, and thus slowing the rate of promotion to that rank, compulsory retirement will now come on reaching five years' seniority, or at age 55 if earlier.

Service may be extended at Admiralty Board discretion to meet the requirements of the Service.

DC1 (RN) 314

★ Wren reductions

Recently-announced measures to reduce personnel numbers, in line with defence economies, apply only to the Royal Navy and Royal Marines. Naval nursing and Wren rating numbers are being controlled by restricted recruiting and normal wastage.

Opportunities for "fifth and sixth lives," and all extensions of service beyond 22 years for W.R.N.S. ratings, have always been limited.

However, at a time of overall surplus, the emphasis on high standards applies equally to the nurses and Wrens, resulting in the same guidelines for re-engagement and withdrawal of notice, as are applied to the R.N. and R.M.

DC1 (RN) 327

★ Oral exam

Provisional examinations in electronic warfare for advancement to radio supervisor (W) / petty officer (EW), and leading radio operator (W) / leading seaman (EW), will from January 1 next year be conducted as oral and practical, in place of a written paper.

Rules for the conduct of this examination will be the same as those for Seaman Group Sub Branch provisional examinations laid down in BR 1066 chapter 10.

Ratings of the Warfare Sub Branch will still be required to take written examinations in communications and NBCD, and these will be administered by the School of Maritime Operations (Mercury).

DC1 (RN) 328

★ Base port list

Because the Supplement to the Pink List sets out the names of major H.M. ships and base ports, the practice of publishing a similar list in DCIs has been discontinued. In future, the Supplement will also show the dates of base port changes.

DC1 (RN) 326

"Pick up a few extra & improve your chances."

(Dr. Holliday Gbh.)

That dubious medical personality Doc Holliday seemed to do his best operating over a poker table. And he certainly won most of the time. But there was always a slim chance that even he might lose his hand. Or even his licence.

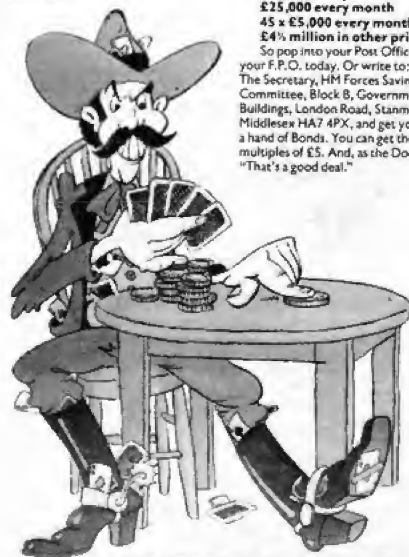
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Dependants' payments rise to £1,000

Nearly 10,000 new members joined the Royal Naval and Royal Marines Dependants' Fund in the 12 months ending July 31, 1976, bringing the total to just under 50,000 — representing about 75 per cent. of all eligible personnel.

The value of membership is underlined in the annual report for the period, which recorded grants in the case of 40 deaths. In all instances, payment was made within 24 hours, the amount being £700 each (or £800 after December 8, 1975). From January 1, 1977, the grant has been increased to £1,000.

Among deaths reported during the year were 11 ratings, Wrens, or naval nurses who were not members of the fund, and whose dependants were unable to benefit.

In the case of the Officers' Dependants' Fund, 1,135 new

subscribers were enrolled in the 12 months to July 31, 1976, bringing the total to nearly 6,000. This is 60 per cent. of eligible membership.

Families benefited in the case of nine deaths during the year, but two further bereavements were those of non-members, and no payment could be made.

Commanding officers have been asked to give maximum publicity to the two funds, which, in the event of deaths, ensure that families are safeguarded against immediate financial worries.

DC1 (RN) 312 and 313

Antrim 'stars' at Chatham Navy Days

★ Radio Crimond

The Royal Naval Wireless Station, Crimond, was scheduled to become operational in May this year, as a tender to H.M.S. Cochrane.

DCI (RN) 316

★ Fewer 'fifths'

Eight chief petty officer and one fleet chief Wren were successful at the selection board held to consider applications from severe shortage categories for continuance in service beyond 22 or 27 years.

This dramatic drop in the number of opportunities for 'fifth fives' is due to the Admiralty Board's fight to avoid redundancies arising from defence cuts. More personnel are now re-engaging for pension, and to safeguard them as far as possible, reductions are having to be made among those who have already completed full pensionable service.

DCI (RN) 319

★ Revised Regs

Queen's Regulations for the Royal Navy, BR 31 — the Bible of the Service — is likely to have a revised version, following a study by a Fleet Management Services Team, whose task is to 'propose a purpose for the book and a policy for its content, style, and layout so as to improve its status, reduce its bulk and increase its usefulness'.

The team are expected to complete their work by the end of July.

DCI (RN) 321

★ R.N.S.C. no more

The Royal Naval Saddle Club is a name no longer regarded as appropriate, and it has been changed to the Royal Naval Equestrian Association (RNEA).

For a subscription of £3 a year, members can go on beginner courses, at H.M.S. Dryad (and on to further instruction with the Army), play economy-price polo at Taunton, train for show jumping, or have a 'day out' with a hunt.

Since the R.N.E.A. organizes a race each year on Easter Sunday, members may even find themselves in silk jackets, streaking past the winning post.

In formal terms, the R.N.E.A. 'is the governing body for all forms of equestrian sport in the Royal Navy.'



Although Chatham Navy Days did not coincide with a public holiday, as in previous years, the two-day event attracted 55,000 visitors. The 'star attraction' was the guided missile destroyer H.M.S. Antrim, visiting Chatham for the first time.

Other British ships open to the public on May 28 and 29 included H.M.S. Eskimo, prominent in this picture by POKPHOT John Sinclair, and the frigates Diomedea, Achilles, Plymouth, and Dundas.

Also there were H.M. Submarine Cachalot and the R.F.A. tanker Green Rover.

Two other NATO nations were represented, by a destroyer and a frigate of the Federal German Navy and a survey ship of the Royal Netherlands Navy.

Fearless in Scandinavia

During her summer deployment as Dartmouth training ship, H.M.S. Fearless visited Scandinavia and France before taking part in the Jubilee Review of the Fleet at Spithead.

Among the Midshipmen on board for a six-day Copenhagen visit were 28 from Iran, Nigeria, Ghana, Kenya, Jamaica, the Bahamas and Bangladesh.

The ship took the long way around Britain to the North Sea — via the Irish Sea and the Western Isles — and despite the high cost of living in Denmark, most of those on board found a way of enjoying the visit either by viewing the museums, Palace or the Tivoli gardens, or even

venturing north to 'Hamlet's Castle' at Helsingør.

No visit to Copenhagen would have been complete, of course, without seeing the Little Mermaid statue or tasting the delights of the Tuborg and Carlsberg breweries. Parties also called on the makers of Cherry Heering

and the Royal Copenhagen Porcelain factory.

Visitors to the ship included Britain's first woman ambassador, H. E. Anne M. Warburton, who was welcomed to an official reception, and 2,000 Danes who toured the ship.

Returning to Spithead, the Fearless embarked the Junior Band of the Household Division from the Guards Depot at Pirbright for the six-day visit to Bordeaux, timed to coincide with the International Trade Fair.

The exhibition, housed in an enormous hall, included a large British trade mission and on the British Day the band shared the task of playing with a French Army Band. Lord Limerick inspected a Royal Marines guard of honour from the Fearless before viewing the fair with the British Consul-General, Capt. L. A. Bird (commanding officer of the ship) and other officers.

MUSICIANS

The young musicians worked hard during the visit and gave all their audience great pleasure, particularly at the Consul-General's reception for H.M.S. Fearless and before the crowd at a local rugby match.

On the two days when the ship was open to visitors, a total of 3,600 took the opportunity to look around.

FREE FRENCH

Among the visitors was a group of members of the Association des Français Libres — those Frenchmen who fought for the Free French forces during the Second World War. The war was also recalled during a service at the Anglican Church of St Nicholas to celebrate the Queen's Silver Jubilee when a wreath was laid by Major Tim Downs (senior Royal Marines officer on board) at the memorial to the 'Cockleshell Heroes,' R.M. Commandos who suffered heavy losses during their kayak raid on Bordeaux on December 7, 1942.

Lindisfarne launched



H.M.S. Lindisfarne, fifth of five offshore protection ships, slips down the ways at the Aberdeen yard of Messrs Hall Russell on June 1 after being launched by Mrs. Margaret Duffy, mother of the Navy Minister, Mr. Patrick Duffy. All five ships — the others are Jersey, Orkney, Shetland and Guernsey — have been built by Hall Russell.



★ Midge repellent

Suffering sailors will be interested to hear that the anti-mosquito cream, DMP, has been replaced by an insect repellent which, when applied to the skin, is usually effective for up to 12 hours.

It is not intended to relieve irritation after bites, nor for use as an antiseptic. However, it is non-toxic, though temporary smarting may occur, especially near cuts on the skin.

DCI (RN) 307

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"Got a nice quiet number for you after the Review," he says... "Just scoop up any odd little bit of gash," he says..."

NEWSVIEW

Getting in on the Act

If the rebellious reflection ever crossed a naval mind that women's lib, was undermining male right to rule the roost in his own back yard, consolation could at least be found in a Service "pecking order" which firmly specified his station in life. And in the hierarchical scheme of things, the ladies occupied their own structure of perches.

Now the female of the Service species achieves a new status and authority. Equality (or something mighty close) is the watchword, including the lawful right to tell men what to do. By the same token Jack can explain to Jill just where she gets off. The saluting rules and the prospect of women divisional officers for men may also raise a few quizzical eyebrows.

NEED FOR COMMONSENSE

If it all conjures up a picture of a battle of the sexes, the reality is likely to be something different. Doubtless, time will be needed to absorb all the changes into a smoothly-operating system, but there seems little reason why the cheerful relationship and respect which exists between male and female in countless naval departments should not continue unabated with the closer integration of Royal Navy and the women's naval Services.

In many ways the changes should be achieved subtly, but the rules are there and commonsense will be needed in their application, especially during the early stages.

The status of women has long since been more clearly defined in the other Services and this might well have happened earlier in the Navy too but for the complexity of accommodating them into a disciplinary code which, however relaxed from earlier harshness, still had its origins in rules based on the rigours of sea life.

WIDER OPPORTUNITIES

Now the wider and more equal opportunities afforded to women bring with them more equal commitment, as they become subject to the Naval Discipline Act.

So while old salts reach for a fortifying gulp, recall with thanks the role and value of naval nurses and Wrens in war and peace (casting aside for a moment, if that is possible, their decorative morale-boosting attributes).

As the Navy makes honest women of them, it would be a brave man who suggested that the hand of the sex that rocks the cradle was likely to rock the boat.

It's enough to make a nervous wreck out of the most hardy sailor. The seabed around Britain's rugged coasts is practically crawling with the skeletons of lost ships.

According to the 1976 report of the Hydrographer of the Royal Navy, Rear-Admiral David Haslam, there are so many sunken vessels about that parts of some charts show more wreck symbols than soundings.

During surveys of the English Channel started in 1974 and almost completed last year, naval hydrographic ships discovered 118 "new" wrecks. As though to balance the books, 106 previously reported wrecks were proved not to exist.

In all, the Navy's 13 survey ships found nearly 150 previously uncharted wrecks during 1976.

Exact numbers of wrecks are not known, but the House of Commons was told on July 7, 1976 that of about 14,000 known to exist, the least depth of water over 12,500 had not been determined, and 11,000 others had not been pinpointed.

Because the number of wrecks on our continental shelf is so high, says Rear-Admiral Haslam, modern equipment such as Hydrosweep — the British sector-scanning surveying sonar — is particularly needed.

This advance equipment had revealed inadequacies in relatively modern charts, says Rear-Admiral Haslam.

"That surveys carried out even as recently as the early 1960s were inadequate for modern usage was demonstrated very early in 1976 when H.M.S. Hecla found at least five unknown potential dangers within the proposed route for the tow-out of the first U.K.-built concrete production platform.

"These newly-found dangers had from 13 to 27 metres less water over them than had been indicated in the previous surveys which had used the

less effective sonars available at that time," he says.

While land-based Britain was enjoying the best summer in years, survey ships in home waters had to contend with strong winds during much of the year, as well as fog and haze.

Minimum

A more serious problem for the surveying fleet was the question of modernization and refits for the three 12-year-old ocean-going vessels, H.M. ships Hecla, Hecla and Hydra.

"Worst affected was Hydra, whose mechanical state had been allowed to reach the minimum condition acceptable for her return passage to the U.K. after five years continuously overseas," says Rear-Admiral Haslam.

The Hydra's half-life refit at Portsmouth had to be cancelled and she started a commercial refit in Southampton early in 1977.

SKELETON SEABED

Planned refit and maintenance periods, plus trials and other work, will absorb more than two ship-years of theoretical surveying output during 1977.

The 1976 programme was drawn up against a background of uncertainty as to the size and funding of the hydrographic fleet. The Defence Review reckoned ten survey ships would do the job, but it was eventually decided to maintain the existing strength of 13 vessels.

"The numbers of surveying officers and recorders borne at the end of the year showed a slight improvement... although both continue to be below full complement allowed. However, restrictions imposed on recruiting precluded more being trained," says Rear-Admiral Haslam.

These restrictions did not help the Surveying Service's sea:shore ratio for appointments, which continued to be much worse than the naval average. For junior hydrographic officers the ratio was 25:1.

Sales up

Two new inshore survey craft are expected to enter service in 1980 to replace H.M.S. Woodlark and F.S.L. Waterwitch. In all, five new inshore vessels have been approved to replace the present wooden-hulled ships, all of which are at least 18 years old.

Business for the Hydrographic Service was even better than usual during 1976. Chart sales topped three million for the first time and, on average, a chart left the department at Taunton every two seconds of the working week.

Publication sales also increased to a record figure of more than 600,000, with a total weight of 900 tons of printed material dispatched to all parts of the world.

Rear-Admiral Haslam says sales were expected to be even higher when 30 editions of charts prepared for the new international navigational buoyage system were released for sale. A total of 71 new editions will be involved in the first phase of the new system.

Requests

Among the year's new charts picked for special mention by Rear-Admiral Haslam were a series covering the busy waters around Singapore; a 27-chart series of the mid-ocean areas; and seven charts out of an eventual 11 which will cover the oil and gas fields of the North Sea.

Whatever it did, the Hydrographic Service could not get away from wrecks. During the year it dealt with ever more requests for information about specific wrecks or wrecks in particular sea areas.

Whether the searchers were rewarded with sunken treasures is not revealed, but the Hydrographic Service certainly benefited. It made £2,275 out of supplying wreck information, nearly double the previous year's figure.

WE ALL LOVE LUCY!

Who said the bulldog spirit was dead? It was certainly alive and growing in Portsmouth Naval Base when this picture was taken by LA/Phot Keith Sturge.

Bulldog Lucy was a special guest at the rededication of the survey ship H.M.S. Bulldog after seven months "in dock," her first major refit since commissioning in 1968.

Mrs. Marie Gobey, wife of the commanding officer, Lieut.-Cdr. Christopher Gobey, cut the rededication cake with the help of the youngest member of the ship's company, 19-year-old MEM Roy Webb. Earlier, the ship formed a link with the Bulldog Cub Scout Group of Gosport when plaques were exchanged on board.



JUBILATION IN THE 'FAR-FLUNG'

As the United Kingdom rejoiced with scenes of pageantry and jubilation, the Royal Navy abroad marked the Queen's Silver Jubilee with equally colourful pomp and ceremony.

Though small by comparison with the Fleet Review and other major tributes mounted by the other Services in Britain, the British Forces Jubilee Parade in Cyprus in early June was a memorable climax to the island's celebrations — and the Royal Navy helped it happen.

H.M.S. Mohawk, the first British warship to visit the island since the troubles of 1974, dropped anchor in Akrotiri Bay and a colour party of sailors went ashore to join the Army and Royal Air Force in the military tribute.

During the ceremony the ship fired a 21-gun Royal Salute, timed perfectly to coincide with the "Fou-de-Joie" fired from the rifles of the guards on the parade ground.

In the three days the frigate was anchored off the Western Sovereign Base Area, many of the ship's company took the opportunity to relax in the Mediterranean sun — and, of

course, British residents and schoolchildren grabbed the chance to be shown over the ship.

Navy Day

In Gibraltar, an ecumenical service held on the Navy sports ground on June 7 to coincide with the Queen's Jubilee Thanksgiving Service in St Paul's, London, was attended by about 1,000 Servicemen, families and Gibraltarians.

On June 10 about 3,500 — a large proportion of Gibraltar's population — attended a Navy Day in which H.M.S. Mohawk, having arrived from Cyprus, was open to visitors. There were many active and static displays and popular harbour trips.

The Queen's Jubilee Parade in Victoria Stadium on June 11 included Royal Marine detachments from H.M. ships Mohawk and Zulu and a platoon of 40 from H.M.S. Rooke. Later there was a march through Main Street with the Governor taking the Salute at the Convent.

Parties for naval and underprivileged children were followed by the lighting of a huge bonfire on the South Mole to match the bonfires in Britain.

Other events ranged from a Service history exhibition to many minor activities to raise funds for the Silver Jubilee Appeal.

Beat Retreat

In Malta, two Silver Jubilee receptions were jointly hosted by the High Commissioners of Great Britain and Australia — Mr. Norman Aspin and Mr. John McMillan — and Flag Officer Malta, Rear-Admiral O. N. A. Cecil and the Air Commander, Malta, Air Commodore H. D. Hall.

Later, as the Royal Marines Band of the Commander-in-

Chief Fleet performed a ceremonial Beat Retreat on the lower parade of H.M.S. St Angelo, a giant illuminated crown made by members of the naval staff at Lascaris and St Angelo shone across Grand Harbour from its position high on the Lascaris ramparts.

First in the Royal Navy to receive the Queen's Silver Jubilee Medal, apart from those serving in H.M.Y. Britannia, were those recipients serving in Hong Kong, the most easterly shore base — eight hours ahead of Britain.

Ten serving at H.M.S. Tamar, headed by Capt. Richard Garnons-Williams, Captain-in-Charge, Hong Kong, received the medal. Another Hong Kong recipient was LRO Glyn Rogers, of H.M.S. Yarnton.

Royal Yachtsmen had an 11-day start on everyone else, getting their medals on May 28.

● The Jubilee Medal is to be worn superior to the Long Service and Good Conduct Medal and all foreign medals but inferior to medals awarded for gallantry, war or campaign service and Coronation Medal.



H.M.S. Rooke's guard marches through Gibraltar after the Jubilee Parade. The salute for the march-past was taken by the Governor of Gibraltar, Air Marshal Sir John Grandy.

The treble!



Five days in June 1977 will always be remembered by LS Charles Keely, of H.M.S. Blake.

In that short time he was Fleet representative at the Jubilee Service in the presence of the Queen at St Paul's Cathedral; received the Silver Jubilee Medal; and was awarded the B.E.M. in the Birthday Honours List.

LS Keely is in the middle of a four-and-a-half-year spell of duty in the Blake, where he is a member of the team which keeps the biggest guns in the Fleet operating.

Picture R. J. Glee

Wool Jubilee've it!

To occupy their spare time as their ship, H.M.S. Euryalus, was returning from the Group 5 transatlantic deployment, two LREMs decided to commemorate the Jubilee Review — by making a rug. Over about three weeks, Brian Fice worked 15,000 strands of wool into David Gee's design, which incorporates the Euryalus badge and words, "Queen's Review, June 1977, Spithead."

A Jubilee Ball in the PO's Mess at H.M.S. Seahawk in June included the ceremony of the "Black Mass" being carried out in the true naval tradition by the P.O.s, who revived old memories with a tot of "Nelson's Blood." Fleet Chiefs and CPOs at H.M.S. Neptune had a similar idea — on the same day, there was a pusser's-size measure of rum for all members of the mess at lunch-time.

Before relinquishing his appointment as commanding officer, H.M.S. Cochrane, Capt. John Prescott planted five laburnum trees at the establishment to celebrate Jubilee Year.

TEN FROM TAMAR



First in line for the Silver Jubilee Medal were these Royal Navy personnel serving in Hong Kong, pictured on the Bull's Nose at H.M.S. Tamar — left to right, Capt. Richard Garnons-Williams, Captain-in-Charge, Hong Kong, FCPO Tsui Yun Ling, IMEM, Tor Kai Yiu, LWren Grace Adamson, CPO Shum Shum Fai, FCPO Alfred Moon, LSTWD Wong Chin Hung, CPO Leung Kam Pol, CPO Chan Yui Kwan and FCPO Graham Rundle.

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WHALEY

All the taut-ship zeal for a tip-top navy, which gave Whale Island its fame as one of the best-known of Service establishments, has been redirected from the "gas and gaiters" image to a new designation as the H.M.S. Excellent Naval General Training Centre (NGTC).

Although a few relics remain of old-time turrets and heavy armament, Whaley's guns have faded before the impact of the missile age.

The "gunnery school," which produced a breed of officers and men trained to a pitch which the world's maritime forces were eager to follow, is now no more, but the new task will still be drawing on the dedication which is soaked into every pebble of a parade ground pounded by generations of sailors.

Obvious reminders of the past will be seen in the precision of the special guards of honour trained for

State ceremonial occasions (the latest being the Queen's Silver Jubilee procession in London), and the elite smartness of the Regulating School.

The Admiralty approved the formation of the first gunnery school nearly 150 years ago — the good ship Excellent moored in Portsmouth Harbour — but the purchase of two small islands, built up by earth produced by dockyard excavations, formed the establishment as it is known today.

Stories of Whale Island are legion, but one comedy came about through association with the Army.

During the First World War, Army officers of the Machine Gun Corps were trained at Whaley, later becoming instructors in the Tank Gunnery School at Bovington.

A souvenir of their stay was a tank, a great lumbering giant of trench warfare days, standing on a concrete plinth overlooking the parade ground.

When the Second World War broke out, the evacuation gave England a new nerve, leading to a rash of barbed wire all around the coast of the Home Guard.

What better for Portsmouth than Whaley's ancient tank?

Place of

The machinery was going to be a great day when the animal was over the establishment.

According to the story, time to thump a couple returned to the dignity officially handed over to Bovington.

A sailor in the jungle? The foliage, however, is at Whale Island, where ships' teams attend courses which include boarding tactics, the use of small arms, and the handling of riot or commotion.

PICTURES BY LWREN (PHOT) VERONICA EVANS, LA (PHOT) JACK DEWIS, LA (PHOT) DUTCH HOLLAND AND LA (PHOT) DENNY O'TOOLE, OF



Assault courses have all the joy which comes when you stop banging your head against a wall, but more than 700 students a year go "through the mill" of H.M.S. Excellent, finding renewed virility and satisfaction in stretching themselves to physical limits.

The Portsmouth Leadership School conducts two-week courses, completion of which is now compulsory for confirmation as a leading rate. The victims are always glad when it is over — but usually agree that they are also glad they did it.

The course covers all aspects of leadership, including a Resource and Initiative week-end in the New Forest.

Left: Only those who have watched the Portsmouth Field Gun Crew in training at H.M.S. Excellent can truly appreciate the gruelling, frantic, sweat and dash of the competitive battle against the clock, continuing from April right up to the Royal Tournament in July. Public runs are held at Whale Island during the six weeks before the Tournament, providing a popular local attraction and the opportunity for the crew to perform in front of an audience.



Keeping the peace

Internal security and civil disturbance are matters of the deepest concern, not only in the United Kingdom but throughout the world. Members of the Armed Forces can be involved at any time. Specialist training of the kind given at H.M.S. Excellent — one aspect of which is illustrated here — is essential.



If the image has changed, the standard certainly has not. It's still . . . EXCELLENT

World War began, the Dunkirk
of a severe attack of invasion
of concrete pillboxes and
our coasts, and the formation
of Portsmouth's defences than

of honour

not into working order for the
dated ironmongery jerked its
ent bridge and into the streets.
of, it managed in very short
of cars before being quickly
of its plinth. In 1975, it was
to the Army museum at

The island, however, did play its part in the defence
against Nazi bombers, with anti-aircraft guns manned
by sailors, and frequently in action.

Later in the war, emphasis shifted to training in
bombardment or naval gunfire support, and to assault
training in preparation for the onslaught on Europe.

The Experimental Department was in the forefront
of the development and trials of anti-aircraft weapons
— notably close range guns and rockets, and with the
beginnings of guided weapons.

The purpose of the Naval General Training Centre
is "to train officers and ratings of all branches and
specializations in naval general training subjects."
Included in the activities of the Centre, which is
commanded by Capt. P. Lucas, are the Royal Naval
Divisional and Management School, the Phoenix
Nuclear, Biological and Chemical Defence and Fire-
fighting School, Portsmouth Area Landing Rates'

Leadership School, Internal Security and Small
Arms Training Section, Royal Naval Regulating
School, and Naval Ceremonial Training Section.

Other units remaining at H.M.S. Excellent are —
The Captain Weapon Trials, NBCD Policy and
Trials, Seaman Writers' School, Fleet Photographic
Unit and School of Advanced Photography, Technical
Training Group, H.M.S. Rame Head Combined
Cadet Force and Sea Cadet training, elements of
Above Water Faculty of the School of Maritime
Operations (Guided Weapons Group, Air Weapons
Group, Fleet Recognition Centre, and Naval Air
Weapons Analysis Centre), Field Gun Battery office,
Portsmouth Area Surface Target Centre, Naval Home
Command Film Library, and R.N. Film Unit, Tipper,
and the Command Sailing Centre.

Official details are given in Defence Council
Instruction (RN) 220.



Damage drama at sea — or is it? Phoenix NBCD School, part
of H.M.S. Excellent, has a realistic trainer which simulates
(sometimes in Arctic conditions) situations in which only cool
heads and practised hands will cope.

FLEET PHOTOGRAPHIC UNIT, H.M.S. EXCELLENT; AND 2/77 P.R. COURSE, R.N. SCHOOL OF ADVANCED PHOTOGRAPHY, H.M.S. EXCELLENT.

A word in your ear...

Every old sailor who has ever
trudged the hallowed acres of
Whale Island will find something
familiar in this shot of ceremonial
training as CPO(OPF)(M) "Biffa"
Elliott puts a guard through its
paces, but the final polished
product will have a bearing in
keeping with the nation's pride
and affection for the Senior
Service.

Frequent requests for guards of
honour at short notice result in a
continuous training programme.
High on the list of annual
commitments are the
Remembrance Day parade at the
Cenotaph, Festival of
Remembrance at the Albert Hall,
and the Lord Mayor of London's
procession.

Emphasis this year has been on
training the naval guard of honour
for the Queen's Silver Jubilee
procession — and in the picture
below the guard of 76, led by
Lieut.-Cdr. Bill Dugate, can be
seen behind the gold State coach
as it leaves Buckingham Palace.



"Having listened carefully to your story, I find myself unimpressed
by the explanation that as a small boy you suffered deprivation through
having no teddy-bear."

"So unimpressed, in fact, that I award you a fine of £100 and order
you to pay for the damage caused by putting a brick through the window
of 'Woolies'."

This was the facetious caption suggested for the picture of mock
"defectors" at the Royal Naval Divisional and Management School,
H.M.S. Excellent.

Officers and senior ratings undergoing courses there have the
opportunity to take part in mock sessions, in order to gain useful
experience.

Right: A deluge of water cascades from huge troughs above as trainees
attempt to load a gun mounted on a rolling platform. The "Bottle
Teacher" at Whale Island has been used since before the Second World
War but is still a first-rate way of encouraging team-work. Object is to
load 15 rounds in the shortest possible time. At the end of each term
the class with the fastest time is awarded the Bottle Teacher Shield.



Learning to cope with disaster

In peace as in war, a maritime force faces the
ever-present perils of collision or fire at sea, with
plenty of recent examples to underline the
importance of practical training to meet sudden
and often devastating crisis.

Under the H.M.S. Excellent "umbrella" is the
Phoenix NBCD School — the lead establishment for
all nuclear, biological and chemical defence
training in the Fleet.

Besides classroom instruction, trainees have
to fight very hot fires, using the modern
equipment now available afloat.

For dealing with damage and the inrush of
water, a realistic trainer simulates (sometimes in
"Arctic" conditions) the situations in which only
cool heads and practised hands are likely to be
able to cope.

The Phoenix "bill of fare" also includes medical
first-aid teaching to St John Ambulance Brigade
standards, to equip sailors with the knowledge
for assistance in the case of major civilian
disasters.

Altogether, about 18,000 personnel, mainly
Service men, are trained annually at Phoenix.

HAPPINESS (FOR WRENS) IS SHIP-SHAPED



A visit to H.M.S. Ark Royal at Devonport gave these Wrens from the Aircraft Direction School at R.N. air station Yeovilton something to smile about. Left to right: Wren Denise Moss, LWren Sue Downs, Wren Allison Patrick, Wren Jackie Hendy, LWren Stephanie Coots, LWren Helen Young, Wren Elizabeth Griffiths, Wren Naomi Greenslade, PO Wren Sue McCartney, Wren Bernice Cranny, LWren Phil Whitfield, PO Wren Norma Walker and Wren Mandy Brookes.

Picture: LA(Phot) Doug Corrick

SEA TIME

Wrens were among 120 reservists from Southwick (Portsmouth), Vivid (Plymouth) and Scotia (Dunfermline) who took a week-end trip to Ostend in the frigate H.M.S. Eskimo.

One part-time Wren, Elaine Bright, from Southwick, writes:

"The crossing took seven hours but the Navy looked after the reservists well with regular cups of tea and guided tours around the ship giving them an insight into what the Royal Navy is all about."

"Most of the division stayed in the Belgian Navy barracks and the week-end was spent sampling the night-life of Ostend. Some spent an interesting day in the old Belgian town of Bruges."



It was not all play when Wrens of H.M.S. Claverhouse, Edinburgh, Headquarters Fourth Division R.N.R., took a week-end trip to Sunderland in H.M.S. Kedgeston... they cheerfully joined in minesweeping exercises.

After spending the night ashore, the 19 Wrens spent a few hours at sea while the Kedgeston practised minesweeping with her powerful sonar equipment. Then it was back to Sunderland, where the ship was open to visitors before a dance in the evening.

As the ship made her way back to Edinburgh the next day, the Wrens helped scrub the decks and took time off to enjoy some rifle practice.

New uniform shows flare

The Royal Navy's modernised square rig, in the offing for many years and the subject of much thought, talk and a series of trials, is about to be launched in earnest.

... AND
HERE
IT IS

While the traditional look is largely retained, the uniform should prove easier to put on, wear and maintain, and the famous bell-bottoms will disappear although the new trousers will be flared.

High quality, all wool, medium-weight diagonal serge material will be used in the new uniform which many will consider more stylish than the present square rig.

The jumper will be lined and will have integral black "silk" facings to simulate the traditional black "silk" which, together with the tapes and lanyard, will be dispensed with as separate items. Sleeve cuffs will have "touch and close" fastenings.

The trousers will be self-supporting, flared from the knee, and vertically creased.

Collars will be of polyester / cotton and attached directly to the jumper by "touch and close" fastenings.

Orders

No. 1 suits will continue to be made-to-measure under port contract arrangements. No. 2 suits, comprising separate jumpers and trousers, will be available from Service sources in ready-made sizes. Blue collars will be obtainable with No. 1 suits or separately, as required, from Service sources.

A contract has been arranged

for made-to-measure new pattern No. 1 suits with Messrs. C. H. Bernard and Sons Ltd., who are now accepting orders. Ready-made garments are expected to be available from Service sources during the first half of 1978, although the new pattern blue collar is already available for essential replacement purposes.

New entrant R.N. ratings measured for their No. 1 suit on or after July 1, 1977, will be provided with the new design garments, including one attachable collar to be supplied with the suit. Their second suit will be of the current pattern with one separate collar. This interim arrangement will continue until stocks of ready-made garments of the new pattern become available.

Private

As an economy measure, once ready-made new pattern jumpers and trousers are available from Service stocks, new entrants will be given only one suit, ready made, in their initial kits. They will be given their best made-to-measure suit when first drafted to sea.

Serving ratings, except Royal Yachtsmen, are to provide themselves with modernized square rig from Kit Upkeep Allowance as present uniform suits require replacement. All R.N. ratings dressed as seamen are to be in possession of a new pattern best suit by December 31, 1979, and of

a new pattern second suit by June 30, 1982.

As with uniforms generally, serving ratings may obtain garments privately from civilian outfitters if they wish, but are advised if they choose to do this to deal with one of the firms listed in DC (R.N.) 5201/74.

Royal Yachtsmen will retain the special pattern square rig in current use. Modernized square rig will be introduced progressively for R.N.R. personnel, but there will be no change in the uniform of the Cadet Forces.

More details on introduction of the modernized square rig is contained in DC (R.N.) 363/77.

● At it understood that the "silk" and tapes will be retained for use with white uniform. — Editor.

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt, the replies will be redirected — but only if they have been stamped.

Details of the applicants:

Dawn (18), 5ft 2in, single, brown hair, hazel eyes, Hull.

Carol (15), 5ft 1in, brown hair, hazel eyes, Gosport.

Diana (16), 5ft 2in, single, brown hair, brown eyes, Harlow.

Diane (20), 5ft 3in, single, blonde hair, blue eyes, London.

Debbie (21), 5ft 5in, single, brown hair, blue eyes, London.

Bella (27), 5ft 1in, separated, brown hair, hazel eyes, slim, Farham.

Angela (18), 5ft 2in, single, dark hair, green eyes, Laxington Spa.

Claire (15), 5ft 4in, brown hair, blue eyes, Basildon.

Chloe (16), 5ft 6in, brown hair, brown eyes, Basildon.

Diane (24), 5ft 4in, single, brown hair, hazel eyes, Radgwick.

Anna (18), 5ft, divorced, blonde, Clipperton.

Diana (17), 5ft 3in, single, brown hair, blue eyes, Bristol.

Eleonor (18), 5ft 4in, single, brown hair, grey eyes, Hull.

Deanna (18), 5ft 5in, single, fair hair, blue eyes, Hull.

Elaine (28), 5ft 10in, divorce pending, grey-green eyes, two teenage daughters, Milton Keynes.

Deanna (19), 5ft 8in, single, black hair, brown eyes, Exeter.

Patsy (22), 5ft, single, black hair, brown eyes, Exeter.

Diana (15), 5ft 2in, fair hair, blue eyes, Exeter.

Sharon (15), 5ft 4in, single, brown hair, blue eyes, Bristol.

Carol (27), 5ft 7in, divorced, fair hair, blue eyes, three children, Ipswich.

Sally (22), 5ft 3in, single, fair hair, blue eyes, one daughter (five), Ipswich.

Alison (28), 5ft 3in, single, brown hair, green eyes, one daughter (four), Taunton.

Deborah (15), 5ft 3in, blue eyes, Chesham.

Debbie (18), 5ft 3in, single, brown hair, blue eyes, Bolton.

Tina (17), 5ft 2in, single, blonde hair, blue eyes, Bolton.

Fiona (20), 5ft 7in, single, dark hair, brown eyes, Clondra.

Barbara (26), 5ft, divorced, brown hair, blue eyes, Boreham Wood.

Beverly (15), 5ft 8in, single, brown hair, blue eyes, Guildford.

Carol (22), 5ft 4in, single, brown hair, hazel eyes, Weymouth.

Gillian (29), 5ft 2in, single, brown hair, hazel eyes, Tunbridge Wells.

Gillian (18), 5ft 5in, single, blonde hair, brown eyes, Leeds.

Caroline (16), 5ft 4in, single, Auburn hair, hazel eyes, Leeds.

Sue (18), 5ft 5in, single, brown hair, blue-grey eyes, Leeds.

Sally (15), 5ft 4in, brown hair, brown eyes, Leeds.

Julia (15), 5ft 5in, single, blonde hair, blue eyes, Bristol.

Joanne (19), 5ft 1in, single, brown hair, brown eyes, London.

Julie T. (15), 5ft 3in, brown hair, blue eyes, Bristol.

Helen (15), 5ft 3in, brown hair, brown eyes, Bristol.

Jennifer (29), 5ft, single, blonde hair, blue eyes, Clatchhead.

Julia W. (15), 5ft 3in, brown hair, brown eyes, Bristol.

Jayne (18), 5ft 6in, single, brown hair, blue eyes, Coventry.

Jessie (16), 5ft 6in, single, brown hair, blue eyes, Leeds.

Kay (16), 5ft 2in, single, brown hair, blue eyes, Coventry.

Tanya (18), 5ft 1in, single, brown hair, grey eyes, Leeds.

Kay S. (18), 5ft 1in, single, brown hair, blue eyes, Bradford.

Helen (15), 5ft 8in, brown hair, brown eyes, Wetherby.

Barbara (14), 5ft 3in, single, blonde hair, blue eyes, Leeds.

Kathy (16), 5ft 3in, single, brown hair, blue eyes, Coventry.

Kile (15), 5ft 5in, brown hair, brown eyes, Chesham.

Jessie (20), 5ft 6in, single, blonde hair, blue eyes, Milton Keynes.

Josephine (22), 5ft 5in, Guyana.

Karen (17), 5ft, single, brown hair, blue eyes, Huntingdon.

Jill (16), 5ft 3in, single, brown hair, blue eyes, Coventry.

Helen (18), 5ft 2in, single, brown hair, blue eyes, Walsley, Kent.

Jackie (15), 5ft, brown hair, brown eyes, Plymouth.

Janet (26), 5ft 3in, single, brown hair, green eyes, Portsmouth.

Kathy (21), 5ft 5in, single, brown hair, brown eyes, Harrogate.

Karen (25), 5ft 6in, divorce pending, blonde hair, blue eyes, Gosport.



FRASER IS 'TRANSFERRED'

Responsibility for the Fraser Gunnery Range has been transferred from H.M.S. Excellent to H.M.S. Dryad, in order to consolidate training under the School of Maritime Operations for greater efficiency and economy.

To mark the occasion, a ceremony took place at the range. Captain P. Lucas, commanding officer of H.M.S. Excellent, handed over the new establishment lifebuoy to Captain J. F. Cadell, commanding officer of H.M.S. Dryad, the presentation being watched by ships' company members of Fraser, Excellent and Dryad.

Fraser Gunnery Range trains officers and men of the Royal Navy and foreign navies in above water warfare weaponry and associated equipment.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced on "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during May.

Extracts of W.R.N.S. advancement rosters are given where an examination is required to qualify for the higher rate. W.R.N.S. ratings in the INT, EDC, EDUC, D.HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW/RW/SM) — Int (2.7.75); 3. LSEW/LR/OW — Dry, 4. PO(M) — Int (11.4.75); 4. LQ(M) — Dry, 5. PO(R) — Int (3.7.75); 4. LQ(R) — Dry, 7. PO(S) — Int (11.7.75); 1. LQ(S) — Dry, 11. PO(D) — Dry, 11. LQ(D) — Dry, 3. PO(MM) — Int (21.7.75); 1. LQ(MM) — Dry, 3. PO(SR) — Dry, 11. LQ(SR) — Dry, 1. PO(T) — Int (21.7.75); 1. RPO — 171; 1. RS — 174; 4. LQ(D) — Int (12.7.75); 10. CY — 271; 1. LQ(R) — Int (2.7.76); 6.

PO(S) (SM) — Int (2.7.75); 7. LQ(S) (SM) — Dry, 4. LQ(SM) — Int (11.4.75); 1. LQ(SM) — Dry, 4. LQ(SM) — Int (21.7.75); 1. LQ(SM) — Dry, 11. LQ(SM) — Dry, 27. LQ(M) — Dry, 7. POCE — Dry, 8. LQCE — Int (25.2.77); 1. POCE — Int (11.11.75); 12. LQCE — Dry, 21. POCE — Int (22.2.76); 3. LQCE — Int (22.2.77); 9. POWTR — Int (20.2.75); 3. LWTR — Int (28.4.76); 1. POSA — 153; 4. LQ — Int (11.12.76); 1. LQ — Dry, 11. POCK — 296; 14. LQK — Int (30.4.75); 14. POSTD — 199; 4. LQTD — Int (11.2.77); 15. POMA — 165; 1. LQA — 132; 1.

POAF/POAAE) — 87. Nil. LAMAE) — Int (20.5.75); 10. POCE) — 105. Nil. LAMAE) — Int (11.4.75); 1. POCE) — 65. 1. LQ(M) — Int (1.6.76); 8. POCE) — Int (12.7.75); 1. LQ(M) — Int (25.2.76); 3. POANAE) — 189. Nil. LAMAE) — Int (1.10.75); 1. POASE) — 538. Nil. LAMAE) — Int (1.10.75); 1. POAPH) — 415. Nil. POANET) — Int (5.7.75); Nil. POACIN) — 89. Nil. POWREN AF) — Int (25.8.75); 1. LQREN AF) — 87. Nil. POWREN CX) — Int (13.10.76); Nil. LQREN CX) — Int (8.11.76); 2. POWREN DSA) — Int (6.8.75); 1. LQREN DSA) — Int (12.2.76); 2. POWREN MET) — Int (11.7.75); Nil. LQREN MET) — Int (12.7.76); 3. POWREN PHOT) — Int (12.7.76).

SPECIAL DUTIES LIST

The following candidates have been selected for promotion to acting sub-lieutenant on the Special Duties List: D. S. L. Lane, M. F. Atfield, D. L. Wynn, J. L. Dewberry, R. W. James, and P. Lewis.

Subject to their being eligible in all respects, the candidates will be promoted on October 31, when they will go on course at the Royal Naval College, Greenwich.

Six further candidates qualified professionally, but were not selected on this occasion.

Full details in DCI (RN) 344.

Royals' guard

The Royal Marines will be given the chance to mount guard at Buckingham Palace, Navy Minister Mr. Patrick Duffy told M.P.s. This would not be until the middle of 1979 when operational and training commitments allowed.

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PROGRAMME FOR JULY '77

DAY	TIME	HAPPENING/GROUP	D/J
Sun. 3rd	8.0-11.30	DISCO	John Thompson 30p
Mon. 4th	8.0-11.30	LINDA LEYTON & STATESMEN DISCO/DANCE	Dave Potter 50p
Thurs. 7th	8.0-12.00	DISCO/DANCE WITH STEAM DISCO NIGHT	John Thompson 50p
Sun. 10th	8.0-11.30	DISCO NIGHT	Servatis Road Show 30p
Mon. 11th	8.0-11.30	DISCO & GROUP SPRING MILLED JACKS DISCO/DANCE WITH SHEER ELEGANCE LIVE	John Thompson 70p
Thurs. 14th	8.0-12.00	DISCO/DANCE WITH SHEER ELEGANCE LIVE	John Thompson 70p
Sun. 17th	8.0-11.30	DISCO NIGHT	John Thompson 30p
Mon. 18th	8.0-11.30	DISCO NIGHT	Dave Potter 30p
Thurs. 21st	8.0-12.00	DISCO/DANCE WITH PICCADILLY DISCO NIGHT	John Thompson 50p
Sun. 24th	8.0-11.30	DISCO NIGHT	John Thompson 30p
Mon. 25th	8.0-11.30	DISCO/DANCE	Dave Potter 30p
Wed. 27th	8.0-12.30	DISCO NIGHT VICE CHAIRMANS FAREWELL DANCE. Ladies welcome	John Thompson 30p
Thurs. 28th	8.0-12.00	DISCO/DANCE WITH THE FANTASTIC JASPER DISCO NIGHT	John Thompson 50p
Sun. 31st	8.0-11.30	DISCO NIGHT	John Thompson 30p
Mon. 1st	8.0-11.30	DISCO NIGHT	Dave Potter 30p
Thurs. 4th	8.0-11.30	DISCO/DANCE	John Thompson 30p
Sun. 7th	8.0-11.30	DISCO NIGHT	John Thompson 30p
Mon. 8th	8.0-11.30	DISCO NIGHT	Dave Potter 30p
Wed. 10th	8.0-11.30	DISCO NIGHT	John Thompson 30p
Thurs. 11th	8.0-12.30	TICKETS OFFICE FREE PETTY OFFICERS MESS SUMMER BALL 11.11. PLUS TONY STURROCK'S BAND. TICKETS FROM PETTY OFFICERS MESS OFFICE £1.50	

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PROMOTIONS

Authorization for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)
To CPO(M) — A. J. Greening (Yarmouth), T. D. Ruston (Sheffield), J. C. Ancombe (Brighton).
To CPO(R) — R. T. Williamson (Arlene), B. C. Jackson (Dryad).
To CPO(S) — R. Snelling (Amazon).
To CPO(T) — G. Russell (Collingwood).

OPERATIONS BRANCH (COMMUNICATIONS)
To CCY — L. Ring (Hermione), A. J. Hill (Dartmouth).
To CRB(S) — P. W. P. Broadley (GCHQ Cheltenham).

SUBMARINE SERVICE
To CRB — R. McKean (Dolphin).

REGULATING BRANCH
To MA — G. E. MacCormack (Yarmouth), B. L. Apps (Falmouth), M. J. Cleave (Antim).

SUPPLY & SECRETARIAT
To CPWTR — S. R. Perring (Euryalus).
To CPOEA — K. Matthews (Centurion).
To CPOEA — D. Whiting (Tamar), D. J. Murphy (Norfolk).
To CPOCK — J. Murdoch (Osprey), M. Sapp (Devonshire), M. McGarry (Verdon).
To CPOSTD — G. M. Irvine (Pembroke).

MARINE ENGINEERING
To CMEM — G. C. Peers (Glasserton), C. Boorman (Sultan), J. W. Elder (Falmouth).
To ACMAE) — T. G. Jones (Nephelion).
To ACMAE) — M. J. R. Pratt (Tiger).
To ACMAE) — B. Daniels (Cochrane), G. Hollaway (Resolution).
To ACMAE) — P. H. Lawden (Sovereign), K. E. Owens (Renown), D. W. Stamp (Heron), W. K. Jones (Defiance).

WEAPONS ELECTRICAL
To COEL — B. J. Crocker (Defiance), P. M. G. P. Emerson (Collingwood).
To ACCELIN — N. J. G. Erickson (Dolphin).
To ACCEM — P. Merryweather (Dartmouth).
To ACCEM — S. M. Kimber (Hecate), C. Noce (Switzerland), M. E. Porter (Blake), M. Young (Cambridge).
To ACCEM — A. P. Curtis (Lowestoft).
To ACCEM — C. E. S. Dean (Collingwood), J. A. Whittington (Heron).

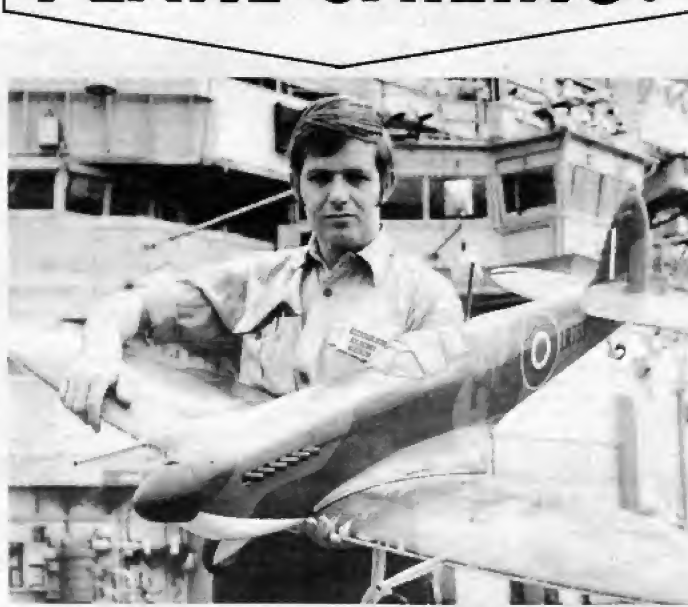
FLEET AIR ARM
To CPOA(PH) — P. J. Ferns (Osprey).
To CPOA(MET) — A. W. Charles (Warrior).
To CPOACM — W. N. Sanger (Osprey, 737 NA Squadron).
To ACMAE) — A. J. Wickes (Osprey).
To ACMAE) — P. C. Hammond (Seahawk), V. C. Edwards (Heron).
To ACCEM — D. Gainer (Heron).

W.R.N.S.
To CWREN CK — E. J. Prior (Pembroke, RMSS).
To CWREN WTRG) — W. D. Hammond (CINCHAYHOM).

June (17), 5ft 2in, single, blonde hair, blue eyes, Bristol.
Jane (17), 5ft 3in, single, brown hair, hazel eyes, Bristol.
Key (38), divorced, brown hair, hazel eyes, 5ft 10in, two children, Briggand.
Jasmine (19), 5ft 7in, single, brown hair, brown eyes, Southampton.
Karen (16), 5ft 2in, single, brown hair, hazel eyes, Plymouth.
Kathleen (34), 5ft 5in, divorced, auburn hair, brown eyes, Clacton-on-Sea.
Pauline (21), 5ft 4in, single, brown hair, blue eyes, Bamsley.
Marilyn (25), 5ft 6in, divorce pending, brown hair, blue eyes, Stockport.
Lara (15), 4ft 11in, single, blonde hair, blue eyes, London.
Lya (15), 5ft 3in, blonde hair, blue eyes, Bristol.
Pat (48), 5ft 5in, divorced, auburn hair, grey-green eyes, Peterborough.
Lorraine (16), 5ft 1in, single, blonde hair, blue eyes, Southend-on-Sea.
Julia (15), 5ft 3in, blonde hair, blue eyes, Bristol.
Layla (15), 5ft 3in, single, brown hair, blue eyes, Bristol.
Linda (16), 5ft 3in, single, brown hair, blue eyes, Coventry.
Patricia (35), divorced, brown hair, blue eyes, London.
Linda (19), 5ft 3in, single, brown hair, hazel eyes, Bognor Regis.
Rosa (19), 5ft 3in, single, brown hair, green eyes, Bognor Regis.
Doreen (36), 5ft 6in, divorced, brown hair, hazel eyes, 4ft 11in, single, blonde hair, blue eyes, Wellingborough.
Linda (19), 5ft 4in, single, blonde hair, blue eyes, Spalding.
Penny (26), 5ft 3in, single, black hair, brown eyes, Christchurch, Dorset.
Linda (19), 5ft 4in, single, brown hair, blue eyes, Aylesbury.
Nicole (15), 5ft 4in, brown hair, green eyes, Aylesbury.

Beverley (16), 5ft 7in, single, brown hair, blue eyes, Coventry.
Maureen (33), 5ft 11in, widow, brown hair, brown eyes, Brighton.
Janice (15), 5ft 7in, blonde hair, blue eyes, Bristol.
Carole (15), 5ft 5in, single, brown hair, brown eyes, Penarth, Cumbria.
Margaret (35), 5ft 7in, single, auburn hair, Basington.
Kay (38), single, auburn hair, hazel eyes, Basington.
Verena (16), 5ft 7in, single, fair hair, blue eyes, Mansfield.
Patricia (18), 5ft 4in, single, brown hair, hazel eyes, Mansfield.
Geraldine (16), 5ft 2in, single, brown hair, hazel eyes, Wexham, Tyne and Wear.
Louise (16), 5ft 4in, single, black hair, brown eyes, Bristol.
Carol (16), 5ft 3in, single, brown hair, blue-green eyes, Leeds.
Linda (26), 5ft 3in, single, red-brown hair, green eyes, West Bridgford.
Gillian (20), 5ft 4in, single, brown hair, hazel eyes, Blackpool.
Rosemary (15), 5ft 3in, brown hair, hazel eyes, Guildford.
Carole (17), 5ft 3in, single, brown hair, blue eyes, Gosport.
Joyce (45), 5ft 5in, divorced, brown hair, blue eyes, Gosport.
Verena (16), 5ft 3in, single, brown hair, brown eyes, Bristol.
Sue (27), 5ft 3in, single, brown hair, green eyes, Durham.
Shirley (40), divorced, brown hair, brown hair, three children, Wellingborough.
Alison (16), 5ft 3in, single, blonde hair, blue eyes, Southend-on-Sea.
Audrey (17), 5ft 4in, divorced, brown hair, green eyes, Newcastle-on-Tyne.
Susan (19), 5ft 3in, single, auburn hair, blue eyes, Gillingham.
Shelia (24), 5ft 4in, divorced, brown hair, blue eyes, two children, Portsmouth.

PLANE SAILING!



Latest addition to 814 and 845 Squadrons' array of Sea King and Wessex 5 helicopters in H.M.S. Hermes is this Seaforce Mark IIC — a model, of course — pictured with its builder, REAI Raymond Howlett.

REAI Howlett, a member of Westland and Yeovil District Aeromodelling Club, took six months to build the plane, completing it just before the Hermes sailed into Malta.

The model is radio-controlled with four major functions — ailerons, elevators, rudder and throttle — has a wingspan of 64in, and weighs 8½lb. There are no plans for its inaugural flight until REAI Howlett leaves the Hermes next year.

During a visit to Naples, the anti-submarine carrier entertained 100 orphans, with a party organized by the gunnery officer, Lieut. Gordon Lowrey, boat trips in a LCVP, music by the ship's volunteer band, and cartoons. The children were

led to tea by the Pied Piper, MEA/HD Mackay, playing his bagpipes.

Later, Flag Officer Carriers and Amphibious Ships, Rear-Admiral W. D. M. Staveley, flew his flag in the Hermes for the NATO Exercise Dawn Patrol and the ship was visited by Rear-Admiral Giocanda, from the Italian ship Duilio off Augusta, Sicily.

During the exercise an exchange was made between two 814 Squadron Sea Kings and two similar aircraft from the Italian Navy. At the end of Dawn Patrol, the Hermes recovered 3Co Brigade H.Q. Royal Marines from Teulada and Cagliari to take them back to Plymouth.

A visit was also paid to the Hermes by three British M.P.s, Mr. Neville Trotter (Tynemouth), Rear-Admiral Morgan Gills (Winchester) and Mr. Tony Buck (Colchester), who were in the Mediterranean as guests of the American Sixth Fleet.

Pen Pals

Glad tidings from the treasurer

The treasurer (Mr. H. A. Steward) went to Wearside "bearing glad tidings of considerable joy." He reported that 1976 had been a good year from a financial point of view and that the balance sheet showed a surplus of income over expenditure — for the fourth successive year.

This happy state had been achieved only six times in the past 20 years. "Looking back," said Mr. Steward, "it seems quite remarkable that we have survived all these years."

An increase in membership fees and prudent management had been the significant factors in the Association's financial revival. The funds which had been accumulated had helped to ease the problems associated with moving headquarters. It had been possible to dispose of the lease of 2 Lower Sloane Street and to embark on the acquisition of a new headquarters without resorting to borrowing from outside sources at high interest rates.

Mr. Steward emphasised, however, that it was essential to continue to repair the ravages of past incursions into the once dwindling capital. The capital reserves still showed an accumulated deficiency of £14,384 — "So there is still a long way to go."

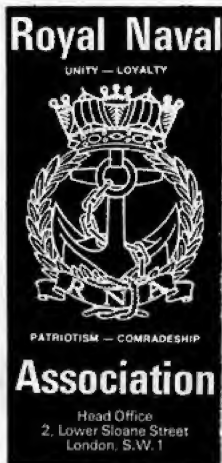
LEFT IS RIGHT . . .

Should the R.N.A. Standard carrying strap be worn over the left shoulder or the right shoulder? It's not the first time this question has been asked at conference and the answer has always been the same — the Royal Navy wears the strap over the left shoulder, so the R.N.A. should do the same. This year the question was raised by the Bristol Branch, whose delegate proposed that the strap should be of brown leather (with which no one disagreed), worn over the right shoulder. Apparently the branch standard bearer taking part in a parade had been told that he was "out of step" with the representatives of the other Services.

This argument actually worked against Bristol's proposal because the conference took the view that the Royal Navy is different and should be seen to be different. And so, therefore, should the Royal Naval Association. So left shoulder it is.

There was no opposition to Edgware and Mill Hill Branch's suggestion that the standard bearers taking part in a national or area competition should be given a copy of the marking sheet after the event. This would enable them to concentrate in future on the weaker points of their drill. It was agreed that competitors requiring a score sheet should deposit a stamped addressed envelope with the organisers when reporting for the competition.

More good news from the treasurer (Mr. H. A. Steward) . . . "The National Council, having reviewed the current financial situation and the likelihood of further price rises, propose that the annual subscription should remain at £1.50 for 1978."



'Thanks Wythenshawe'



During H.M.S. Hardy's visit to Salford Docks, Manchester, 40 members of the ship's company were invited to visit the R.N.A. Club, Wythenshawe. The branch kindly provided transport for the visitors "and a most enjoyable evening was had by all." The picture shows POREL Fallon presenting the branch with a Hardy plaque.

All quiet on the Conference Front! That just about sums up the overall impression of the 1977 conference of the Royal Naval Association held in the Wear (Sunderland) R.N.A. Club on Saturday, June 18.

The volume of business faced by the 90 or so delegates as they sat down for the morning session was no less formidable than in previous years, with 22 motions to be debated and the prospect of point-by-point discussion on the proposed amendments to the R.N.A.'s Royal Charter, plus a review of the rules, bye-laws and area rules.

However, it turned out to be a day of calm, orderly debate, with the business moving at a fair pace, thanks mainly to the strong guiding hand of the new president, Vice-Admiral Sir Ernie Pope. He had drawn up a timetable for the day — and stuck to it, allowing delegates ample time to get their points across, but making it quite clear (by means of firm use of the gavel) when he considered the conference had heard enough on any one subject and it was time to vote.

That's not to say that the shipmates didn't make themselves heard . . . They did, some more frequently than others, and always loud and clear. This aspect of the proceedings was helped along by the excellent scheme of providing a microphone on opposite sides of the hall, one for use by those supporting a motion and the other for those wishing to oppose it.

Actually, there was no need to keep the "warring factions" apart

in this way. Only on rare occasions did the temperature in the hall rise, and then only by a degree or two, but the arrangement certainly overcame the problem of speakers falling over each other on their way to and from a single microphone!

As a policy-making exercise, the conference could also be described as "quiet." Of the 22 motions on the agenda only six were carried. Four were withdrawn and 12 were thrown out by the delegates.

UP TO DATE

The National Council, under the chairmanship of Sir John Lang, had spent many hours sifting through the decisions of previous conferences with the object of updating the Royal Charter, bye-laws, and rules where appropriate. Sir John explained that this formidable task had become necessary because it had not been tackled year by year and although many of the modifications had been put into practice immediately, they had not been formalised in print.

Some proposals affected the Royal Charter, and these would have to gain the approval of the Privy Council before they could be put into effect. Sir John and the National Council had decided that no discussion was necessary on some of the points in the review, as they were interpretive, trivial, or had already been put

into effect.

That still left many points to be ratified by the 1977 conference. The two main debates arising out of the review concerned the "hardy annual" about introducing a form of Life Membership for Associate Members who had rendered outstanding service to the R.N.A., and the principles governing voting at conference.

ASSOCIATES

On the question of Life Associate Members, Sir John commented: "In this review of the rules, Council have reached the conclusion that the simplest and most satisfactory way of achieving this would be to make provision for Associate Life Membership in parallel with the Life Member who became such from a Life Member. The two classes would be equivalent to one another in their respective classes of membership."

Speakers against the proposal voiced fears of "opening the floodgates" and "loss of identity" and it was suggested that reward for outstanding service by an Associate Member could take the form of a trophy from the branch. Alternatively, the branch could pay that member's annual subscription as a way of saying "thank you." When put to the vote the proposal was heavily defeated.

VOTING

In an attempt to avoid repetition of the confusion which arose at the 1976 conference over voting procedures, the Council had reached the conclusion that the majority of motions, proposals, or recommendations considered by conference should be governed by the two-thirds majority rule. The only exception would be in the case of "mutually conflicting motions" (a triangular contest, for example, in which delegates had the choice of doing one thing, doing another thing, or doing nothing at all) when a simple majority would decide the issue.

The delegates decided, however, that it was unnecessary to introduce this exception and it was agreed that all future conference decisions must gain a two-thirds majority in order to be successful.

BRANCH NEWS

dedicating a new one on July 10. All members of the R.N.A. are invited to attend.

The Eastbourne R.N.O.C. Club now has 608 members. The hon. secretary is the man who arranged the commissioning meeting in 1937, Mr. Sid Harrison, who has carried out the task without a break.

Enfield

The branch chairman, Shipmate R. L. Maguire, is to go to Buckingham Palace this month to receive the British Empire Medal from the Queen. "What an honour: it's something I never dreamed of in all my life," he says.

Gosport

The branch's D-Day dance received capacity support and was enjoyed by all. Gosport shipmates were well looked after by the Camberwell Branch during a recent visit and are looking forward to entertaining their friends from Camberwell in the near future.

Lewes

During a successful Jubilee dance in Lewes Town Hall, on May 20 the branch president, Capt. S. Le H. Lombard

BACK TO LONDON IN '78

After two years "in the sticks" it's back to London for next year's conference. Ramsgate Branch withdrew their plan to take the conference to the Margate Winter Gardens, Kent, after hearing from Shipmate Alf Wootton (chairman of the National Council), who gave several good reasons for returning to the capital.

The new National Standard is to be dedicated next year and No. 1 Area will be staging a competition for standard bearers, so the conference could be linked with these events. In addition, there will be no reunion in 1978 so shipmates will not be faced with the prospect of making two trips to London during the year.

The Royal Naval Association has again voiced its support for the case of widows of serving men who were discharged on pension before August 1950. A motion to this effect was carried unanimously, after hearing Christchurch Branch delegate's stirring plea on behalf of the pre-1950 widows, who were said to be experiencing a good deal of hardship. The aim of those campaigning on behalf of these elderly ladies was to relieve them of their anxieties and to show them that this is not a burden to be endured for ever.

To ease the financial burden on new branches — which have plenty of other problems to overcome in the early days — all new branches are to be allowed to keep the whole of their members' subscriptions paid during the inaugural year. Putting the proposal to the conference, the Hartlepool delegate said: "I hope it costs us hundreds of pounds next year!"

Hobson, R.N., presented a £100 cheque and a new challenge trophy from the branch to representatives of T.S. Defiance, the Newhaven and Seaford Unit, Sea Cadet Corps.

A reply to the branch's telegram of congratulations to the Queen was read during the evening by the chairman, Shipmate S. E. Adams.

Liverpool

Survivors from H.M.S. Eagle and those who served in the escort ships on the Malta convoy "Operation Pedestal" are to meet in New Brighton, Cheshire, on August 12. Shipmate E. Hartley-Clegg, who survived the sinking of the Eagle and is now a member of the Liverpool Branch committee, R.N.A., says: "Any shipmate attending this reunion will be welcome at our club over the week-end. They can be sure of having a good time."

Newton Abbot

The branch's first "Men Only" night on May 21 was a great success and this could well become an annual event. The darts and pool finals were held on May 27, when the darts cup was won by the club secretary, Roger Salter, and the pool champion was Maurice Beame. A most

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Natural polished brass and copper Call with 22-ct chain . . . £5.50
Silver-plated edition . . . £4.50
Standard Service nickel-plated edition . . . £2.90
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Birmingham Central

The branch headquarters — the Nautical Club, Birmingham — is "dressed overall" for the Silver Jubilee and looks most impressive. One of the many celebrations held there was a Jubilee dinner and dance. On June 11, Shipmate George Rutter came second in the Area standard bearers' competition. He was third last year and reckons he'll win it next year. At the branch dance on July 1, the guests were members of the Coventry branch.

Cheltenham

Branch officers elected at the annual meeting were Shipmates N. Agg (chairman), G. Davidge (secretary), B. Davies (treasurer), and L. Mason (P.R.O.).

Shipmates from Royal Leamington Spa and West Bromwich branches have been entertained at buffet dances in the branch headquarters (the Cheltenham United Services Club) and there are many other events on the 1977 social calendar. Well-attended monthly branch meet-

ings are also contributing to a highly successful Jubilee year.

Christchurch

Members and guests attended the annual service at Boldre Parish Church on Sunday, May 22, in memory of the officers and ratings who died in H.M.S. Hood. Guests at a Jubilee buffet dance on June 18 included members (and their wives) of the newly-formed Poole Branch.

Christchurch shipmates are planning to visit Basingstoke Branch on July 2 and they are looking forward to an eight-day holiday in Jersey in September. R.N.A. members visiting Christchurch will be most welcome to share a tot at the branch headquarters, the Plumbers Arms.

Eastbourne

Shipmate John Rich, National Council Member for No. 3 Area, R.N.A., reports that the Eastbourne Branch of the R.N. Old Comrades Association is laying up its 40-year-old standard and

We must have more members, says President

The major challenge facing the Royal Naval Association in the next few years will be the need to recruit new, younger members, said the President (Vice-Admiral Sir Ernie Pope) in his address to conference.

The Royal Navy is a comparatively small — and reducing — force and the number of men and women leaving the Service each year is quite small, so the number of prospective R.N.A. recruits is limited.

It was vital, however, for the Association to increase its membership in the future, to boost the income from subscriptions and to inject new blood into the organization. He promised to do all he could to encourage the Royal Navy's "management" to encourage those going outside to take an interest in the R.N.A.

A plan to give free full membership to all R.N. officers and ratings while serving, and for a year after discharge, was rejected by the conference. The idea, put forward by Luton and Dunstable Branch, met with the approval of some smaller, "hand-locked" branches who saw it as a way of attracting more uniformed members to their meetings.

On the other hand, the large branches in the naval ports were appalled by the thought of being swamped by ratings on runs ashore. It was also suggested that the proposal might debase the value of R.N.A. membership, on the basis that "what you don't pay for, you don't appreciate."

NAFET WELCOME

Full membership is to be offered (subject to Privy Council approval) to wartime members of the Naval Canteen Service. Proposing the motion, the Portsmouth Branch delegate pointed out that these Naafi men had signed on a naval engagement, they wore naval uniform, faced the same dangers as the sailors — and the names of those who died appear on war memorials. Conference was told that these men were subject to the Naval Discipline Act, although they were paid by Naafi and not by the King.

RECRUITING AWARDS

The following awards were presented by the President to the branches and the Area which had recruited most new members during 1976: Silver Rose Bowl (for branches with fewer than 30 members at the beginning of the year), Cammoch Chase; President's Dirk (large branches), Basingstoke; Sword of Honour (Area), No. 3 Area.

An earlier decision to award a prize to the branch which raises the most cash for charity each year was reversed by this conference. It was agreed that the satisfaction gained from working for a good cause and achieving a target was reward enough.

The National Council is again to pursue the possibility of holding an official flag day, on the lines of the Royal British

Legion's Poppy Day and the Royal Air Forces' Association's Wings Day. Delegates considered various titles for the event, including Atlantic Day, Trafalgar Day, and R.N.A. Day, finally settling on "Navy Day."

After seven years as honorary legal adviser to the R.N.A., Mr. W. L. Tanner Smith has retired, although he will maintain his links with the Association through Dorking Branch, of which he is a vice-president. At the conference Vice-Admiral Sir Ernie Pope thanked Mr. Tanner Smith for his services and congratulated him on the award of the O.B.E. in the Jubilee Honours List. The new legal adviser is Cdr. Arthur C. W. Jones.

In the first half of 1977 new branches were commissioned at Kidderminster, Bishops Cleeve, Burton-on-Trent, Leicester, Dunbar, Bideclough, and Crewe.

BRANCH NEWS

successful dance was held on June 6 to mark the Queen's Silver Jubilee.

Tunbridge Wells

Since launching its club in November 1976, this branch has made good progress and has been visited by shipmates from Purley, Gravesend, an East Grinstead. Also the Royal Navy (every other week) from H.M.S. Pembroke, Chatham, and members of the Royal British Legion, Edenbridge. Members and wives visited H.M.S. Belfast for a social on June 11 and a visit to the Sidcup Branch was scheduled for June 18.

Wallasey

The Wallasey Branch celebrated the Queen's Silver Jubilee with a ball on June 7, attended by 103 members, wives and friends. After the Royal Toast proposed by the branch president, Shipmate H. News, each participant received an inscribed goblet, as a souvenir.

Basildon

The standard of the Basildon Branch, R.N.A., was dedicated at St Martin's Church, Basildon, on May 14. The picture below shows the standard being paraded outside the church, with a guard of Sea Cadets.

The day the Duke saw double!



When the Duke of Edinburgh visited the National Maritime Museum he was shown TWO bells from the wartime aircraft carrier H.M.S. Illustrious. One was the genuine, battle-scarred article and the other was a replica made in glass fibre, identical in every way.

This replica was made by Mr. Peter Shorer (ex-R.N.V.R.), an expert in making "life-like" reproductions in glass fibre. It is to be presented to the National War Museum Association of Malta as a reminder of the time the Illustrious spent in Malta while in action in the Mediterranean during the Second World War.

Her bell, which was damaged by enemy air action, was presented to the National Maritime Museum in 1942 by Capt. H. Lovegrove, R.N. (ret.), seen on the right of the picture talking to Prince Philip.

Also in the picture are (from the left) Mr. John Munday, of the National Maritime Museum; Mr. Peter Shorer, who made the replica of the bell, and Mr. Basil Greenhill, Director of the Museum.

● The original bell is the one nearer the camera. The best way to distinguish between the two bells is to try to pick them up... It took two men to move the genuine bell from the gallery in the Museum, but the replica (weighing 30lb.) will travel to Malta as hand luggage!

Spurn sailors' last voyage

On Spring Bank Holiday Sunday the P.S. Lincoln Castle, the last operational coal-burning paddle steamer in Britain, left Hull and sailed down the Humber for the last memorial service afloat off Spurn Point — an event which has been held nearly every year since the end of the Second World War.

The Lincoln Castle, wearing the house flag of the Royal Naval Association, was carrying more than 500 R.N., R.M. and W.R.N.S. veterans and their families, the majority of whom came from naval associations within No. 9 and No. 11 Areas, R.N.A., covering the area between Newcastle on Tyne and Nottingham. On this occasion they were supported by the secretary of No. 2 Area (Kent & Surrey) and branches from Buckinghamshire and Lancashire.

Others on board included the Lord Mayor of Hull, who flew his flag on board as Admiral of the Humber; Shipmate Alf Wootton (national chairman of the R.N.A.), and Frances Mason (general secretary, Association of Wrens).

During the service conducted by the Rev. Julian Richards, a former R.N. supply officer, wreaths were cast by representatives of the associations on board.

To commemorate the last Spurn trip (the cost of organizing the event has become prohibitive) a special lapel badge was made available to all those who attended. In addition wall plaques were produced for the Lord Mayor of Hull, the R.N. regional officer, the padre, the president of No. 11 Area R.N.A. (Shipmate Don Crabtree, who had attended nearly all the services), Cdr. Bobbie Harvey (former

president of the Hull Branch, R.N.A.), and the Hull R.N. & R.M. Social Club — for putting up with the annual "invasion."

A stall on board the Lincoln Castle raised more than £100 for King George's Fund for Sailors. Music for the parade through Hull and during the cruise was played by the Humberdale Police Band, with three buglers from the Leeds Unit, Girls' Nautical Training Corps.

Calling old shipmates

Mr. Ted ("Bunks") Norman, of Flat 2, 13, Cavendish Road, Bournemouth, would like to hear from any of his old boxing colleagues of Chivers 29/240, H.M.S. Ganges, 1935-36. He is also anxious to obtain a photograph of the team who won the inter-medal championship at that time.

Mr. H. F. Clark, of 273, Portsmouth Drive, Victoria, British Columbia, Canada, would like to hear from anyone who can give information about an association for survivors of the SS Lancaster, which was bombed and sunk in the Bay of Biscay in June, 1940.

Mrs. Laura Ann Day (formerly Mrs. Blakemore), of 10, Mevin House, Privet House, Fareham, PO13 6SG, would like to contact Mr. E. Ashley (ex-AB), who was a shipmate of POMEM Blakemore in H.M.S. Greyhound.

Mr. Derek Seal (ex-L.S.), of 34, Wickham Gardens, Renthall, Tunbridge Wells, TN4 8TD, is eager to trace Mr. Philip Wilson, who

was an AB serving in H.M.S. Dolphin in 1965 after returning from Australia in H.M. submarine Tactican.

Mr. and Mrs. D. Howes, of 75, Broadway, Swarwick, Derby, are trying to contact Paul and Vivienne Evans. Mr. Evans was stationed at H.M.S. Oprey, Portland, before leaving the Royal Navy 10 years ago.

Mr. J. Murphy, of 14, Dale House, Coldharbour Avenue, Brantree, Essex, would be pleased to hear from anyone who can help him to obtain a photograph of the ship's company of H.M.S. Tiger, 1916-17. His father, John Thomas Murphy, served in the Tiger at that time and was later listed as "missing or killed."

Mr. E. Dodd (ex-SRA), of 3, Fairacre Road, Liverpool, L19 9DP, would like to hear from Ex-Stoker PO Eggs, who served with him in H.M.S. Carlisle, 1942-44, and lived in the Plymouth area.

Mr. R. S. Horton, of 12a, Loshford Road, Windsor, Berks, would like to hear from anyone who was serving in H.M.S. Clover in April, 1943, when she picked up survivors from H.M.S. Beverley, one of whom was Mr. Horton.

Mrs. Meira McCullough (formerly Miss Pollock), of 24, Gladstone Street, Redrister, Bristol 3, would like to hear from any ex-QARNNS who joined R.N.H. Huslar in

February 1968 — SEN(D) Class — with a view to holding a reunion.

Mrs. J. E. Ambler (formerly Wren Bracher), of 30, Freshbrook Road, Lancing, West Sussex, would like to hear from any of Wrens to serve at the R.N. air station Culdroe, H.M.S. Seahawk, in 1947. She would be pleased to hear from any of her old friends.

Mr. Don Wadsway, of 153, Wople Road, Isleworth, Middlesex, TW7 3HT, would like to get in touch with any old shipmates of "Bottle's Navy," H.M.S. Royal Arthur, Class 229, 1946. Also those who served at RNAS Bixby, 1940-48, especially the "happy crowd" of the C & M party 1947-48.

Mr. Leslie Macdonald, of 25, Sinclair Street, Dartmouth, Nova Scotia, Canada, is anxious to contact those who served with him in H.M.S. R. Rodney, 1936-39; Ganges 1934-35; Danubius 1940; Hermes 1940; Gannet 1947-49. On leaving the Royal Navy he joined the Royal Canadian Navy and retired in 1969. He is an amateur radio enthusiast and his call sign is VE1ADN.

Shipmate Peter Griffin, of the Royal Leamington Spa Branch, Royal Naval Association, Warwickshire, would like to hear from anyone who served on board H.M.S. Crane, 1911-14, with a view to holding a get-together.

OBITUARY

Shipmate George Messon, Minute secretary of the Royal Naval Association, died 28, aged 72.

EURYALUS REUNION

Former members of the ship's company of H.M.S. Euryalus (1941) are invited to contact Mr. Stan Curry (ex-R.M.), of Windy Nob, Bellows Lane, Stalvey Road, Borough Green, Sevenoaks, Kent, who is arranging the first reunion of old shipmates.

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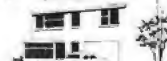
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Picture: Manchester Evening News

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H.M.S. Fox became affiliated to Bideford in a ceremony in which the Devon town's mayor, Coun. Clifford Coates, presented a scroll to the commanding officer of the Devonport-based coastal survey vessel, Lieut-Cdr R. L. Bashforth, who in return gave a ship's crest and picture to the mayor.

The ceremony was held at Bideford Sea Cadet headquarters, where its unit, T.S. Revenge, was inspected by Lieut-Cdr Bashforth.

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Shoulton samples entente cordiale

H.M.S. Shoulton's first foreign visit for two years was to Fecamp, a town on the north-west coast of France. The Ton-class minehunter provided quite an attraction tied up in a basin in the centre of the town.

The five-day visit coincided with Fecamp's local government elections and their attendant festivities. Much hospitality was extended to the ship's company, and as local people had not seen a visiting warship for many years, the Shoulton's open days were a popular feature.

The ship was involved in a search and rescue operation to recover H.M.S. Rothesay's ditched Wasp helicopter. Ten minutes after reaching the area the Shoulton had located the Wasp on sonar, but strong tides and a high sea made diving conditions difficult. After five days of trying, a strap was secured and the Wasp was recovered by the salvage vessel Kinbrace.

WHISKY RUN

Thirty-two crew members of the Polaris submarine H.M.S. Revenge were entertained at the home of Johnnie Walker whisky at Kilmarnock. Travelling from Faslane, they toured the blending and bottling plant and later sampled some of the finished product.

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Alf finds it pays to be hatters!

OEM Alf Symonds went hatters when he joined H.M.S. LALESTON two years ago, and now he is paying for it. Or rather, being paid for it.

Alf started collecting hats when he joined the minesweeper, and ended up with 30 assorted varieties "donated" by visitors to the ship during his time on board. Policemen, firemen, engine drivers, footplatemen, Girl Guides, Brownies, soldiers, fliers all contributed to his hobby.

One item Alf hotly denied ever having anything to do with was the commanding officer's vanished cap.

Now due to be drafted, Alf decided to auction his hats for the benefit of a school for blind children near the South Wales village of Laleston, after which the ship was named.

A total of £85 was raised by the crew of 34 and handed to Mrs. Bernice Davies, matron of the Southerndown Sunshine Home and nursery school for blind and handicapped children.

Nine members of H.M.S. LOWESTOFT's company churned through length after length of the H.M.S. Temperate swimming pool to raise money for the Jane Newton Fund, a fund set up to assist a young girl back to

a normal life by financing an expensive operation in America. The Lowestoft lads raised £140.

Three men from H.M.S. SHEFFIELD raised nearly £600 for charity by walking from Portsmouth to Sheffield, a distance of 220 miles. The trio, Lieut. Peter Meakins, CPO David Cleaver and AB Sean Peoples gave the money to a Sheffield children's hospital.

LWTR Fred Milne and WTR Allan Stewart raised £100 for charity by completing a sponsored marathon. They took 3 hours 15 minutes to run the 26m. 365yd. course after being sponsored by colleagues on the staff of Vice-Admiral Sir Anthony Troup, Flag Officer Scotland and Northern Ireland, at Pirbright. The money was presented to the Imperial Cancer research fund.

H.M.S. DOLPHIN chefs baked a special birthday cake for Mr. Frank Chandler of Gosport to mark his 100th birthday during Jubilee year.



M.O.D. police investigate strange goings-on at Unicorn Gate, Portsmouth Dockyard, and discover a team of heavily disguised motels from H.M.S. BLAKE pushing a bed. At six o'clock in the morning it's enough to drive the sanest copper into his own cells. What the policemen discovered was that 30 members of the ship's company were setting out to push the bed all the way to Chinnor, a village in Oxfordshire. The 75-mile trip — with an overnight stop at H.M.S. Dountless

A strange thing at Unicorn Gate

near Reading — earned £500 for the Chinnor Jubilee Fund and was used to buy souvenir medals for every child in the village.

Three chief petty officers from H.M.S. COLLINGWOOD, helped by children from the nearby Alverstoke Children's Home, have raised £500 for Fareham's Heathfield School for the handicapped. Last summer, CPOs Malcolm Bernhardt, Tony Hoare and John Connelly organized a "Nessie Watch" and recruited their observers from the Alverstoke home. Apart from providing a week's holiday in Scotland for the children, the scheme raised

£500 which has now been spent on a playground slide, four-berth tent and special teaching apparatus for Heathfield School.

H.M.S. Collingwood personnel were also involved in a charity swim on behalf of the Fareham branch of the N.S.P.C.C. WRENs Jennifer Butler, Clare Tilley, Janet Gill, Karen Greaves and Kim Toms earned more than £40 of the £700 which was raised by 100 swimmers.

Alan wastes away for a good cause

The after-effects of LS Alan Hughes's sponsored diet are all too obvious... he is now too small for his britches. But Alan, of H.M.S. HERMIONE, gave up 32lb. of himself in a good cause. His month long diet while the ship was on a short deployment to the Mediterranean earned nearly £390 for the children's ward of Kendal Hospital, Cumbria. In all, the ship's company raised nearly £700 for the children's ward.

Five cyclists from H.M.S. REPULSE were hoping to raise £100 by pedalling from Faslane to their submarine at Rosyth dockyard. The money will go towards a Jubilee children's party organized by the ship's company and to the Silver Jubilee Appeal Fund.



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Correspondence is invited from senior ratings (married or single) of superior ability and experience to be responsible for the general supervision and administration of all domestic staff employed at Mount Congreve.

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NAV/77

PEOPLE IN THE NEWS

□ 'Doc' becomes a 'Dr.'



When this picture was taken on board H.M.S. Aurora at Chatham in 1967, PATRICK PARKER was a 4th class medical technician. Today he is a doctor, about to start as a house surgeon at London's North Middlesex Hospital.

Patrick's ambition to become a doctor was shelved when his parents died. Instead, he qualified as an S.R.N. and mental nurse and joined the Royal Navy in 1966 as a direct entry medical technician.

After a spell at Haslar he went to sea in H.M.S. Aurora, and was encouraged by the officers to take his first O Levels through the Navy's correspondence scheme.

At the age of 30 he left the Navy, studied for A Levels and was accepted as a medical student at the London Hospital.

In May, at the age of 36, "Doc" Parker became Dr. Parker, and this month he is due to start as a house surgeon at the North Middlesex Hospital.

Dr. Parker, now an enthusiastic surgeon-lieutenant in the London Division of the R.N.R., remembers his Navy days with affection. He describes his time at sea as the most fulfilling of his life.

□ The Boxer

It is not uncommon for deeds of daring to be recorded in verse or song, but it must be most unusual for a Royal Navy pugilist to inspire the poet's quill.

Such inspiration was occasioned by the feats of AB TOMMY "BUCKY" TAYLOR, a diver at H.M.S. Vernon who progressed from a novice to a serious challenger for the 1977 British amateur light-heavyweight belt.

Now Lieut. BERNIE BRUEN, first lieutenant of H.M.S. Gylfion, has penned the words for a song entitled "Light Heavy." Already with a growing reputation for his ship songs and shanties, Lieut. Bruen was well qualified to write about the noble art. A keen boxer himself, he is an aspiring coach and an erstwhile sparring partner for Buck Taylor.

The second verse and chorus of the song reads:

The lights reflected from below
Reveal the scars of long ago.
Ahead of you he stands, as calm
As feelings will allow;
And you and he will win and lose;
And you and he will have to choose.
The time is here, the method how?
The place is here, the time is now.
Ly la light, light-heavy
Ly la light, light-heavy
Ly la light, light-heavy
on your own.



Captain-for-an-hour JIM MARSHALL (right) gives orders on the bridge of H.M.S. Kent under the respectfully watchful eye of navigating officer Lieut.-Cdr. TIM JOHNSON. Jim, better known as a marine engineering mechanic, got his taste of command when the guided missile destroyer's commanding officer, Capt. J. C. K. SLATER, called the "Kent Swap Shop" on passage between Gibraltar and Portsmouth.

As a result of the call, the Kent's television show compere, AB PETE HOWES and AB SCOUSE BRIDGES heard from 77 of the ship's company wanting to swap places with their captain. Jim's name came out of the hat and off he went to steer the ship and be served lunch in the captain's cabin by POSTD JOHN WILEY. Capt. Slater, meanwhile, had donned stokers' "ovies" and was undergoing AMC training on diesels, followed by lunch in the Junior Rates' dining hall.

□ Leading minesweeper



H.M.S. Bickington reckons she has more leading hands than any other minesweeper. Our picture above shows eight killicks — a ninth was on loan exercise duty at the time — and the ship's first lieutenant. The minesweeper's complement is for five killicks, but in the course of the ship's recent refit, four passed for and were rated leading hand.

From left to right are Lieut. IAN SHEA, LCK GEORGE BIGGART, LMEM MICKY MIDDLEMAS, LS JOCK FOSTER, LS TAFF EVANS, LRO SCOUSE HANNIGAN, LS MATT MATTHEWS, LMEM DES MONK, and LS BUFFS LEATHERHEAD. Absent was LRO JONAH JONES.

□ Matched guard



Chief Gunnery Instructor CHARLIE CALLUS (centre) had no trouble getting these two members of his guard matched up when H.M.S. Hermes visited Malta. The two are brothers, 30-year-old LMEM BRIAN TRUMAN (left) and LMEM STEPHEN TRUMAN (18). The brothers went on parade when the anti-submarine ship's Engineering Department provided a Guard of Honour for Flag Officer Malta, Rear-Admiral O. N. A. CECIL, on entering harbour.

THE ROYAL NAVY LETS YOU LEARN TO FLY

To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:

ROYAL NAVY FLYING SCHOLARSHIP

There are 60 Flying Scholarships available for members of the C.C.F. (R.N. and Army Sections only), the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges or schools.

Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

ROYAL NAVY SPECIAL FLYING AWARD

There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

□ Last Moon of Mevagissey

FCMEA ALFRED MOON, serving at H.M.S. Tamar, is presented with the Clasp to the Naval Long Service and Good Conduct Medal by Capt. RICHARD GARNONS-WILLIAMS, Captain-in-Charge Hong Kong. The Clasp marks 30 years of continuous service.

For the Moons of Mevagissey, the little Cornish fishing village from where FCMEA Moon comes, the award is more a habit than a distinction.

His father, Edward, and brother John — who retired last year as a Fleet Chief after a career in the Submarine Service — were also long-serving seamen. Between them, father and sons have 90 years of service to the Royal Navy.

Alfred will soon be leaving



the Navy and Hong Kong. He and his wife, Gwen, will be

returning to their home at Torpoint.

H.M.S. Alacrity, the Royal Navy's latest Type 21 frigate, has formed an affiliation with the Mermaid Theatre, London. Actor-manager Sir Bernard Miles visited the ship at Portsmouth to cement the link. The Mermaid Theatre had a link with H.M.S. Mermaid before the frigate was sold to the Malayan Navy.

PEOPLE IN THE NEWS



Yeovilton veteran gets timely stitch

Some old aircraft really were held together with bits of string, as this photograph by PO(Phot) Les Warr reveals. Putting a timely stitch into the new fabric of a Tiger Moth wing are LWREN CAROL JONES and WREN DEBBIE JAMES, two of the 11 Wrens who work with the Station Flight at R.N. air station Yeovilton.

One of their more rewarding tasks is helping to maintain the old aircraft of the Royal Navy's Historic Aircraft Flight in flying condition. But the girls don't spend all their time on the Flight's venerable Swordfish, Firefly, Fury and Tiger Moth; they also service and maintain a wide range of modern aircraft, including Phantoms, Harriers and helicopters.

□ Arethusa swords



Picture: Ben Bennett, London.

□ Two Browns in shades of blue!

Browns are now available in at least two shades of blue, as this picture proves. In the dark blue is Seaman Operator KEVIN BROWN, newly of the Royal Navy, while in the lighter shade is Kevin's dad, Flight Sergeant TERRY BROWN of the Royal Air Force.

Kevin joined the Senior Service from Cyprus, where his father is serving at R.A.F. Akrotiri. Now doing his Part II training at H.M.S. Raleigh. Kevin left Cyprus in March. He has worked in the R.A.F. Air Headquarters there for a year, and did life guard duties on the beach in his spare time.

Picture: Cpl M. R. Smith, J.B.P.R. Episkopi.



□ Model Antrim



Fresh from successful sea trials in Canoe Lake at Southsea is this superb radio-controlled model of H.M.S. Antrim, pictured here with the builder, POREL DAVID HOLMES. David spent 250 hours constructing the model, mostly during evenings at sea in the Royal Navy's slightly larger version of H.M.S. Antrim.

□ Derek's Order of Australia

DEREK "BUTCH" BERRY, a former Royal Navy Chief G.I. and Portsmouth Field Gun trainer who transferred to the Royal Australian Navy in 1967, has been awarded the Order of Australia (Military Division) for exceptional duties as a senior sailor in the R.A.N.

Now a warrant officer, Butch Berry is Parade Officer at the R.A.N. Depot, H.M.A.S. Cerberus, and is responsible for turning out most of the ceremonial guards required by the Australian Navy.

WO Berry received his medal from the Queen at a Royal Investiture during her Jubilee visit to Australia. He had met the Queen once before, as a member of a Royal Guard at Buckingham Palace 25 years ago.

Pictured with the swords they received from the Shaftesbury Homes and Arethusa Society are two H.M.S. Arethusa old boys, Sub-Lieut. COLIN RENWICK (left) and Sub-Lieut. JOHN JACKLIN. In the last six years, 60 ex-Arethusa boys have started courses leading to officer rank. Although the training ship Arethusa was closed in 1974,

the society's association with the sea has been continued by the purchase of an ocean-going ketch, Arethusa, which is used for adventure training for young people.

It has been a custom of the Shaftesbury Homes and Arethusa Society to present swords to Arethusa old boys who have been commissioned in the Royal Navy.

□ The Hong Kong Chong

Mr. Chong Sui Tong, PETER CHONG to his many customers in H.M.S. Hermes, has been tailoring in ships of the Royal and New Zealand Navies for nearly 25 years. His first ship was H.M.S. Unicorn during the Korean War, and others have included H.M. ships Gambia, Victorious, Eagle, and H.M.N.Z. ships Pukaki, Taranaki and Royalist. In the last five years Peter has tailored either in the Hermes or H.M.S. Intrepid. Pictured in his tailoring shop on board the Hermes, Peter occasionally gets home to Hong Kong to see his wife and six children.

Picture: R.A. Mortimer.



SULTANATE OF OMAN NAVY APPOINTMENTS

With the expansion of the Sultan of Oman's Navy by the introduction of sophisticated weapon and missiles systems to new patrol craft and further expansion in Logistic Landing Craft the following personnel are required on contract appointments of 3 years' duration. Applicants must have had recent service in the Royal Navy, or be on the point of leaving full-time RN service, and possess the following experience and qualifications:

STAFF WARFARE OFFICER in the rank of Lt. Cdr. (for staff duties at Oman Navy HQ). Ex-Commander or Lt. Commander (GL) of the Seaman specialisation preferably with PWO experience, in date with latest operational and tactical procedures. (Ref: No: 92)

ASSISTANT OPERATIONS OFFICER in the rank of Lt. Cdr. (for duties ashore and afloat). Ex-Commander or Lt. Cdr. RN of the Seaman specialisation, preferably PWO trained and with recent seagoing experience and knowledge of work up procedures, ship programming, exercise planning, tactics, fleet work. Must possess watch keeping and ocean navigation certificates. (Ref: No: 93)

STAFF WEAPONS ELECTRICAL OFFICER in the rank of Lt. Cdr. (for staff duties at Oman Navy HQ). Ex-RN General or SL List Commander or Lt. Commander preferably with computer experience and management orientated. To be responsible for weapon electrical function and overseeing radio and electronic maintenance contract. (Ref: No: 86A)

STAFF SUPPLY OFFICER in the rank of Lt. Cdr. (for staff duties at Oman Navy HQ). Ex-Commander or Lieut. Commander of the Supply specialisation with a broad supply background and with some staff experience. (Ref: No: 82A)

SEAMAN OFFICERS in the rank of Lieutenant (for normal seamanship type of duties). Ex-RN Officer of the Seaman specialisation, with recent sea-going experience and preferably some practical knowledge of "small ships" - must possess watch-keeping and ocean navigation certificates. (Ref: No: 80)

ENGINEER OFFICER in the rank of Lieutenant (for duties in small ships both at base and at sea). Ex-RN Engineer Officer with experience of the maintenance and repair of a wide variety of engines and machinery used in small ships and small landing craft. (Ref: No: 83)

WEAPONS ELECTRICAL OFFICER in the rank of Lieut. (for duties mainly concerned with the maintenance and repair of Oto Melara gun systems). Ex-RN Weapons Electrical Officer who has specialised in the ordnance side of gunnery and has experience in weapons systems under the new RN system of grading. (Ref: No: 86)

TECHNICAL PLANNING AND RECORD OFFICER in the rank of Lieutenant. Ex-RN Technical Officer to establish and be responsible for the planned maintenance routines for small ships and craft within the base and small dockyard. (Ref: No: 94)

SUPPLY OFFICERS in the rank of Lieutenant (for usual supply duties ashore). Ex-RN officer with broad supply background and experience. He will be responsible for the planning of aspects of supply, material and stores procurement, stock levels, accounting systems for small ships and bases and allied subjects. (Ref: No: 82)

SHIPWRIGHT OFFICER in the rank of Lieutenant. Ex-RN Shipwright Officer to serve in a shore based appointment within the Base and small dockyard. The post carries responsibility for supervision of the shipwright staff and for overseeing of slipping and unslipping, of small craft and the progress of refitting of vessels. Some instructional experience in damage control subjects would also be useful. (Ref: No: 95)

These appointments are unaccompanied (although there may be opportunities for short family visits to Oman). Age limit is 45.

Conditions of service include annual emoluments commencing at approximately the equivalent of £9000 for Lieut. and £11,000 for Lt. Cdr. at the current rate of exchange (tax free); a generous end-of-contract gratuity of about £5500; normal naval mess facilities (when ashore) with air-conditioned bachelor accommodation and services free of charge; and 60 days home leave annually (usually taken in two periods of 30 days) with air passages paid.

For further details, write enclosing a brief resume of your qualifications and experience and quoting the appropriate reference, to:-



Senior Personnel Officer
Airwork Services Limited
Bournemouth (Hurn) Airport
Christchurch, Dorset BH23 6EB

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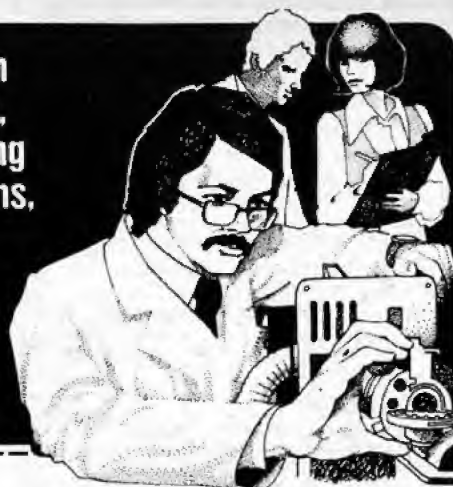
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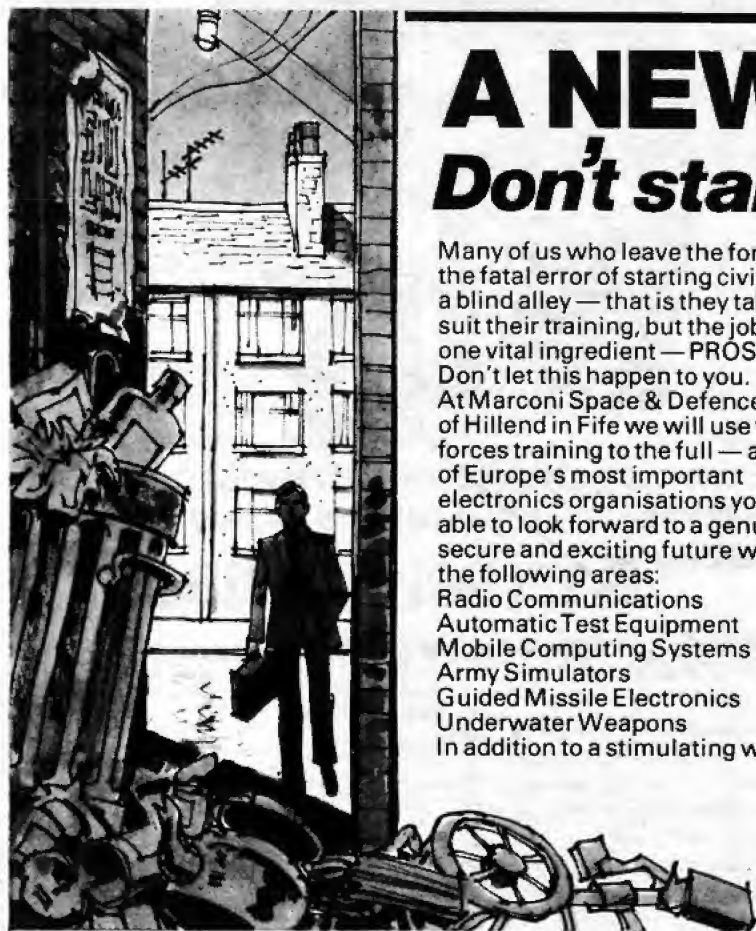
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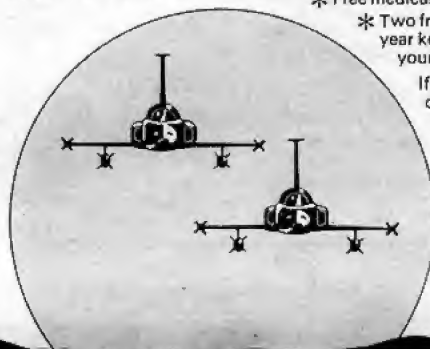
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SPORT

Kenyan leaps into Navy record books

A new triple jump record and several outstanding individual performances were the features of the 1977 Royal Navy athletic championships staged at Victory Stadium, Portsmouth, last week.

The Navy triple jump record fell to POME Johnson Mugiso, the 1974 Commonwealth Games bronze medalist. On course at H.M.S. Sultan from the Kenyan Navy, Mugiso broke the record three times during his series of jumps, although the first, a distance of 15.08m, was ruled out because of the following wind speed.

His fifth jump set a record of 14.71m, and his sixth improved again by 11cm.

Several athletes had extremely busy and successful afternoons. CWREN Jane Walsh stole the show in the women's championship by winning five events, the 100m, 200m, 400m, 800m, and long jump. Her 400m time was a new championship best performance.

Decathlete Cpl Phil Lewis (C.T.C.R.M.) put his varied talents to the test with second places in the long jump, pole vault and 100m, thirds in the discus and shot, and appearances in both winning relay teams.

Another Marine who had his work cut out was MNE Austin Woodin (R.M. Poole). He won both 200m and 400m — the latter in a time equalling his own championship best performance — and also ran in both winning relay teams.

The Royals, in fact, produced some outstanding individuals, although finishing second as a team behind Portsmouth.

IMPROVED

MNE Joe Hepple improved his personal best to 1.82m to win the

high jump, and Colour Sgt. Ted Kelland (42 Commando) shrugged off a recent appendix operation to win the discus and finish second in the shot and hammer.

Navy coach R.E.L.M.N.(A) Trevor Walhen (H.M.S. Nelson) turned in season bests to win the shot and hammer and place second in the discus.

He will have been particularly pleased with his success in a hotly-contested hammer event that matched such stalwarts as LOEM Ben Grubb, record holder CPO Alex Valentine and FCPO Dinger Bell.

Lieut. Rees Ward (R.N.E.C. Manadon) retained the Gordon Wright Trophy by winning the 5,000m, in a championship record of 14min, 27.2sec. He also won the 1,500m, but only as a guest



runner after not appearing for the previous day's scheduled heats. In fact, no heat was run as only nine athletes arrived for it and were promptly put into the final.

Ward's 5,000m time would have broken the Navy record — if he had not already broken it in a faster time. His 14min, 20.2sec, run in the Devon championships has still to be ratified as a Royal Navy record.

POLE VAULT

PO Sandy Ellis (H.M.S. Juno) equalled the championship best of 4.00m, in winning the pole vault.

LAM Ty Lewis (H.M.S. Heron) won both hurdle races, with CEA David Jones (H.M.S. Collingwood) being awarded the Raymond Barnes Trophy for returning the fastest time in the 110m hurdles by a runner under 21.

Lieut.-Cdr. Dave Fumeaux (H.M.S. Sultan) excelled himself by running a personal best in the 800m, winning in 1min, 57.6sec.

WREN Jane Pickering achieved a fine double in the women's championship, winning the shot and discus.

ROYAL NAVY ATHLETIC CHAMPIONSHIPS, 1977

(Key Port — Portsmouth, R.M. — Royal Marines, Air — Naval Air Command, Med — Medway, Ply — Plymouth, Scot — Scotland, CBP — championship best performance)

100m. — 1. PO Andrew (Ply) 11.3sec.; 2. Cpl P. Lewis (R.M.); 3. NAM J. Weeks (R.M.).
200m. — 1. MNE A. Woodin (R.M.); 2. 27.2sec.; 2. NAM J. Weeks (R.M.); 3. LEM Ellison (Ply).
400m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
800m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
1,500m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
5,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
10,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
20,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
30,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
40,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
50,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
60,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
70,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
80,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
90,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
100,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
110,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
120,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
130,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
140,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
150,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
160,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
170,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
180,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
190,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
200,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
210,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
220,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
230,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
240,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
250,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
260,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
270,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
280,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
290,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
300,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
310,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
320,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
330,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
340,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
350,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
360,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
370,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
380,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
390,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
400,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
410,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
420,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
430,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
440,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
450,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
460,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
470,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
480,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
490,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
500,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
510,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
520,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
530,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
540,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
550,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
560,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
570,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
580,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
590,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
600,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
610,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
620,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
630,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
640,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
650,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
660,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
670,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
680,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
690,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
700,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
710,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
720,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
730,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
740,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
750,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
760,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
770,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
780,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
790,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
800,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
810,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
820,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
830,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
840,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
850,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
860,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
870,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
880,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
890,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
900,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
910,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
920,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
930,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
940,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
950,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
960,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).
970,000m. — 1. MNE A. Woodin (R.M.); 49.3sec.; CBP: 2. AB S. Creighton (Port); 3. POME Johnson Mugiso (Port).
980,000m. — 1. Lieut.-Cdr. D. Fumeaux (Port) 1min, 57.6sec.; 2. LREM Barton (Scot); 3. PO Finlay (Med).
990,000m. — 1. LT A. Hobbs (Scot) 4min, 34.5sec.; 2. SEA G. Gollinge (Port); 3. LWTR M. Reed (Air).
1,000,000m. — 1. Lieut. R. Ward (Ply) 14min, 27.2sec.; CBP: 2. PO C. Carthy (Air); 3. AB S. Hall (Port).

Pictured with their trophy are the members of the victorious R.M., Medway and Plymouth team. Left to right, back row, they are WREN Louise Saunders, WREN Selina Millard, WREN Sue King, WREN Enid Sherman and WREN Carol Bramley. Front row — LWREN Chris Chadwick, CWREN Jane Walsh and LWREN Sylvia Sim. Third Officer Sue Tolhurst is missing from the picture.

Picture by LWREN (Pier) P. Jackson.



PO Sandy Ellis (H.M.S. Juno) suspended at 4.00m, equalling the championship best pole vault performance.

3,000m. steeplechase — 1. Lieut. B. Davis (Port) 9min, 31.0sec.; 2. PO K. Cawley (Ply); 3. Cpl D. Newham (R.M.).
10km. hurdles — 1. LAM T. Lewis (Air) 17.0sec.; 2. MNE Foster (R.M.); 3. CEA D. Jones (Port).

400m. hurdles — 1. LAM T. Lewis (Air) 56.7sec.; 2. Lieut.-Cdr. H. Hether (Port); 3. MNE T. Phillips (Scot).
4 x 100m. relay — 1. R.M. 45.4sec.; 2. Portsmouth; 3. Air.
4 x 400m. relay — 1. R.M. 3min, 25.3sec.; 2. Air; 3. Portsmouth.
Long jump — 1. POME Johnson Mugiso (Port) 8.75m.; 2. Cpl P. Lewis (R.M.); 3. MNE Foster (R.M.).
High jump — 1. MNE J. Hepple (R.M.) 1.82m.; 2. LAM Gollinge (Port); 3. NAM M. Winton (Air) and PO Cox (Port).
Triple jump — 1. POME Johnson Mugiso (Port) 15.08m.; 2. NAM M. Winton (Air); 3. REA A. McCullay (Port).
Pole vault — 1. PO S. Ellis (Med) 4.00m.; 2. Cpl P. Lewis (R.M.); 3. CPO D. Brady (Port).
Shot — 1. PO T. Walhen (Port) 14.6m.; 2. CSgt E. Kelland (R.M.); 3. Cpl P. Lewis (R.M.).
Discus — 1. CSgt E. Kelland (R.M.) 45.71m.; 2. PO T. Walhen (Port); 3. Cpl P. Lewis (R.M.).
Javelin — 1. Lieut. R. Evans (R.M.) 56.26m.; 2. LPT G. Cooke (Port); 3. MNE Saunders (Ply).
Hammer — 1. PO T. Walhen (Port) 45.88m.; 2. CSgt E. Kelland (R.M.); 3. LOEM B. Grubb (Port).
Team result — 1. Portsmouth, 129 points; 2. Royal Marines, 115; 3. Air, 81; 4. Plymouth 53; 5. Scotland, 32; 6. Medway, 23.

WOMEN'S CHAMPIONSHIP

(Key: 1 — Portsmouth, 2 — Air / Scotland, 3 — R.M. / Medway / Plymouth).
100m. — 1. CWREN J. Walsh (H) 12.8sec.; 2. LWREN M. Johnson (H); 3. POWREN S. Caulfield (H).
200m. — 1. CWREN J. Walsh (H) 27.1sec.; 2. LWREN M. Johnson (H); 3. WREN Sherman (H).
400m. — 1. CWREN J. Walsh (H) 60.1sec.; CBP: 2. POWREN S. Caulfield (H); 3. LWREN S. Sim (H).
800m. — 1. CWREN J. Walsh (H) 2min, 37.3sec.; 2. LWREN S. Sim (H); 3. WREN L. Falconer (H).
100m. hurdles — 1. WREN J. Martin (H) 18.6sec.; 2. LWREN Roseblade (H); 3. WREN Bramley (H).
4 x 100m. relay — 1. Air / Scotland, 54.2sec.; 2. Portsmouth; 3. R.M. / Medway / Plymouth.
Long jump — 1. CWREN J. Walsh (H) 5.18m.; 2. LWREN M. Johnson (H); 3. WREN Sherman (H).
High jump — 1. WREN Sherman (H) 1.38m.; 2. WREN J. Thomas (H); 3. LWREN Kestor (H).
Shot — 1. WREN J. Pickering (H) 9.12m.; 2. POWREN S. Caulfield (H); 3. LWREN Davison (H).
Discus — 1. WREN J. Pickering (H) 35.30m.; 2. WREN Lufford (H); 3. WREN J. Thomas (H).
Javelin — 1. WREN Hall (H) 26.20m.; 2. WREN King (H); 3. WREN Kirkland (H).
Team result — 1. R.M. / Medway / Plymouth, 75; 2. Air / Scotland, 72; 3. Portsmouth, 66.

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IAL

Dinger warms up to Veterans

FCPO Dinger Bell (R.N.D.Q.) won the hammer (40.38m) and placed second in the discus (34.26m.) in the Southern Masters Championships at Hendon last month. It was a timely build-up to the National Veterans Athletic Championships at Hendon on July 16 and 17 and the World Masters Championship at Gothenburg, Sweden, on August 8 to 13.

Lieut.-Cdr. Bob Page, first lieutenant of H.M.S. Sultan, did not enter the Southern championship, but the veteran long distance runner will be back in action in the Nationals at 5,000m, and 10,000m. He will, unfortunately, not be available for the Gothenburg meeting.

H.M.S. President won the Medway Command athletics championship at only their second time of entering. Results were — 1. President (122 points); 2. Warrior (109); 3. Pembroke (58); 4. Juno (57); 5. Eskimo (20).

H.M.S. Collingwood beat H.M.S. Sultan by a single point to win the Portsmouth Command athletic championships. Results were — 1. Collingwood (92 points); 2. Sultan (91); 3. Nelson (79); 4. Dryad (31); 5. Mercury (26); 6. Vernon (23); 7. Blake (21); 8. Excellent (3).

SPORT

Portsmouth golfers in command

After being held to a draw by Plymouth in their first match, Portsmouth never looked like being beaten in the Inter-Command match play golf championships at Deal, writes John Weekes.

Four golfers remained unbeaten during the competition. For Portsmouth, Lieut. Malcolm Edmunds (H.M.S. Collingwood) predictably won all five of his matches although he was taken to the final green by Sub-Lieut. Simon Hope of Naval Air Command.

Also for Portsmouth, Lieut. Roger Hockey (H.M.S. Excellent) won the three matches in which he played.

LEAVING

PO Ian McDowall won four and halved one of his matches for Scotland and is now playing more consistently than ever. It is a great pity for Navy golf that he is leaving the Service.

Congratulations are due to Medway Command for their improvement. Cdr. Brian Gallagher, who could only be spared from the National Defence College for the first two days, was back to his old form and won all four of his matches.

Plymouth produced some good performances as runners-up. Surg. Cdr. Brian Adams is accustomed to winning at Deal and did so in every match except when playing Lieut.-Cdr. Alec Wallace of H.M.S. Caledonia.

It was particularly pleasant to welcome back ex-Navy champion FCO Gus Stratton, now with the Careers Service in Cardiff. He was in fine form and won all his matches except that against CPO David Brecken of H.M.S. CUBAN.

NOT STRONG

After an excellent start, Naval Air Command proved disappointing, and the Royal Marines were not as strong as usual. Perhaps they will do better in the stroke play championships at Yeovil on September 1 and 2.

INTER-COMMAND MATCH PLAY CHAMPIONSHIPS

Results — 1. Portsmouth, 41 points, matches won 21, matches lost 9. Plymouth, 31; 18-12, 3. Naval Air, 2; 19-16; 4. Medway, 2; 12-17; 5. Scotland, 11; 13-16; 6. Royal Marines, 11; 13-16.

Many golfers have held their tee shots on par three holes, but few have achieved the perfect score on a par four. On June 19 Lieut.-Cdr. Paddy McKnight, commanding officer of the new offshore patrol vessel H.M.S. Shetland, holed the 307-yard sixth at Kingshorn Golf Club, Fife-shire. Paddy, who plays off a handicap of 20, was using borrowed clubs at the time. There is hope for us all!

Dakar victory

When ships of the Group Five Deployment visited Dakar they were challenged by the Combined French Forces rugby XV. At stake was a large trophy first played for in 1961, and periodically since. The French had won every previous encounter.

After a trial game, 11 H.M.S. Antelope and four H.M.S. Tiger players were selected and promptly beat the French by 19 points (two goals, a try and a penalty) to six (two penalties). The latest inscription on the trophy now reads "1977 — FOF 2".

Match play champions

Champions again are Portsmouth Command. Pictured here with the Inter-Command match play trophy which they won at the Royal Cinque Ports Golf Course, Deal, are (left to right) Lieut. Roger Hockey (Excellent), Lieut.-Cdr. Ian McDowall (Collingwood), Lieut. John Newlands (Glamorgan), Lieut. Dominic Bell (Sultan), CPO Mike Skyrms (Centurion), Lieut. Malcolm Edmunds (Collingwood) and Lieut.-Cdr. David Christie (H.M. Dockyard).

Picture: L'WREH (Photo) Chris Byrne

Paddlers reap golden reward

Nine gold and nine silver medals rewarded the Royal Navy team's effort during the British National Canoe Sprint Regatta at Pierepont last month.

Eight of the golds were shared by the K4 crew of CEA2 Dave Flynn (H.M.S. Ajax), LREM Phil Richman (Dolphin), REM Duncan Richman (Pembroke) and LREM Barry Grace (Dolphin). They won both novice 1,000 and 500 metre sprints.

Lieut. Clive Waghorn (R.N.C. Greenwich) claimed the ninth gold by winning the novice K1 500m. race.

Others in the seven-man team were Cdr. Jeff Chandler (Daedalus) and Dave Love (R.N.R.).

WON 1,000m.

The K4 crew got off to the best possible start by winning the 1,000m. final in a canoe borrowed from the Water Sports Centre boathouse. After losing an early lead at the half-way stage, they fought back to win by .05sec.

Three of the team reached the K1 1,000m. final, Grace taking a silver, Waghorn finishing fourth and Phil Richman seventh. Phil Richman again got into the medals when he and Flynn finished second in the K2



The Navy's gold medal K4 team. From front to rear are CEA2 Dave Flynn, LREM Phil Richman, REM Duncan Richman and LREM Barry Grace.

1,000m. final, a race in which there were five Navy paddlers. The last race of the first day saw Chandler and Love win the silver in a poorly contested veteran K2 1,000m. race.

The following day began with another gold for the K4 quartet, this time in the 500m. final which they won by some ease.

All three Navy K2 crews reached the final of the 500m. final. Flynn and Phil Richman again taking the silver, Chandler and Love finished fourth and fifth

in the veteran K1 500m., the same positions they filled in the longer race.

Big race of the day was the K1 500m. Love, Flynn and Grace all fell out during the hotly contested heats, and only Waghorn reached the final. But with the rest of the team cheering him on, Waghorn came through to win the gold right on the line.

To complete the medal count, Chandler and Love came second in the veteran K2 500m.

ured), who scored 56 goals in 19 games, including all five in a 5-1 cup win.

Fencing champs

Portsmouth won the R.N. women's inter-group fencing championships at H.M.S. Nelson, with W.R.N.S. Sports Officer Second Officer Barbara Williams winning the Phase III competition.

Tiberius Cup

Southwick Park Golf Club's first major competition, a 36-hole medal event, was won by APORL, Ernie Hudson of H.M.S. Collingwood. His vic-

tory brought him the splendid Tiberius Cup and a salvo of kisses from three beautiful girls from the Southsea casino which presented the trophy.

Close (net) call

Portsmouth clinched the R.N. Women's inter-group tennis championships in the last set of the competition by beating Air and Scotland. Only one set had separated the commands at that stage. Portsmouth's final tally was 19 matches to Air and Scotland's 17. R.M., Plymouth and Medway failed to win a match.

Plymouth deserve cricket title

In spite of appalling weather which disrupted the programme, Plymouth deservedly won the inter-command cricket tournament held at Mount Wise and R.N.E.C. Manadon, writes Derek Oakley.

The first round, during which Naval Air Command beat Medway and Plymouth beat Scotland, was reduced to 15-over matches.

In the semi-finals the Royal Marines bowled Naval Air Command out for 130 and knocked off the runs comfortably with Cpl Les Darter scoring 57 and Capt Gerry Wells-Cole 44 not out.

AMASSED

In the other semi-final Plymouth were put in to bat and amassed 282 for five off their 50 overs. The innings was dominated by Lieut. Gavin Lane who scored 151 not out.

The fifth wicket stand of 225 in 114 minutes between Lane and Midshipman Nick Gasson (81) is almost certainly a record for this competition. Portsmouth, scarcely in with a chance, were bowled out for 107.

In the final on Sunday, Plymouth were put in to bat by the Royal Marines. Despite 61 from Mech Eric Whyte and 45 from Lieut. Peter Dent, their final total of 186 appeared within reach.

ACCURATE

The match was virtually won just after tea by some extremely tight and accurate bowling by OAI Bob Healy, Lieut. Neil Mori and Eric Whyte.

Keith Rowbottom just missed doing a bat-trick while the later batsmen made a vain attempt to recover the lost ground.

No title for Kelly

Royal Navy and England welterweight Paul Kelly's bid for a European Amateur Boxing Championship title ended in the quarter finals of the competition at Halle, East Germany.

LPT Kelly, who has now joined H.M.S. Endurance, was beaten by Bulgaria's Plamen Jankov, bronze medal winner in the 1974 World Championships.

Measure of thanks

After three years as referees appointments secretary to the

Adventure's skippers



Leg 1 — Sqn.-Ldr. Jim Watts



Leg 2 — Staff-Sgt. David Leslie



Leg 3 — Lieut.-Cdr. Ian Bailey-Wilmot



Leg 4 — Lieut.-Col. Robin Duchesne

Swimming coaches pass test

So successful was the recent three week course for swimming coaches that nine Navy records were broken unofficially during training sessions, and 16 personal best times were recorded.

The course, under the guidance of Navy swimming coach CPO Sandy Hindshaw, was held at H.M.S. Temeraire. Six candidates successfully passed all 14 examinations to qualify as R.N.A.S.A. coaches.

The six were CPO D. Allen, CPO R. Hodggett and POPTI R. Hope (all serving at H.M.S. Dolphin), CPO D. McManus (Dryad), WTR C. Redstone (Osprey), and LPT R. Aindon (Nelson).

So that each student gets as much practical experience as possible, the coaching course is concurrent with the R.N. swimming proficiency course.

Portsmouth United Services Football League. REAI Dick House has resigned on joining H.M.S. Mohawk. Formerly with the Ship Maintenance Authority, REAI House was presented with three inscribed rum measures to mark his efforts on behalf of the league.

Chatham cricket

U.S. Chatham Cricket Club won three, lost two and drew one of its first six matches of the season. Lieut.-Cdr. Mike Gretton's hundred against the Band of Brothers has been the feature so far. He is at present on the R.N. Staff course at Greenwich.



The H.M.S. Cochrane and Base Port football team beat R.N. Looe 6-0 to win the Granston Cup. One of the stars was SA Paul Brogan (pictured).

SPORT

SITS. VAC. — Royal Navy doctor wanted for exciting appointment lasting up to three months. Cramped accommodation provided in damp to very wet climate. Chance to see Cape Town and Auckland, briefly. Some sailing experience necessary. Apply Joint Services Sailing Centre, Gosport.

DOCTOR AT SEA?

Service selectors are looking for a naval doctor to join *Adventure*, the Joint Services entry, on the tough second leg of the Whitbread Round-the-World race.

The race starts at Portsmouth on August 27, and the second leg is expected to begin in late September from Cape Town, arriving at Auckland in mid-December.

Adventure's race managers had hoped to have doctors for both of the sometimes hazardous Southern Ocean legs, but Surg.-Lieut. Barnaby Green from Seafield Park has had to withdraw from the short-list to take up an appointment on H.M.S. *Endurance*.

ARMY DOCTOR

An Army doctor is expected to be in the Auckland-Rio de Janeiro crew, and there will probably be R.A.F. dentists on board for the first and last legs.

Short-listed personnel have now been broken down into four groups as possible for the race crews. The naval names for the different legs are:

LEG 1 (Portsmouth-Cape Town) — Lieut. Ed Searle (J.S.S.C.), mate: Sub-Lieut. Ian Shipway (B.R.N.C. Dartmouth), AA1 Alan Matcinson (707 Squadron, Yeovilton), CY Charlie Farnes (Mercury), all crew.

LEG 2 (Cape Town-Auckland) — Lieut. Roger Caesley (R.A.E. Farnborough), mate: CEMN1 Ernie Wise (Vernon), PO Tony Brown (J.S.S.C.), Capt. Ian Leslie R.M. (R.M.R. Tyne), all crew.

LEG 3 (Auckland-Rio de Janeiro) — Lieut.-Cdr. Ian Bailey-Wilmet (FOF 2), skip-

per; CEMN1 John Giblett (J.S.S.C.), mate: MECH1 Pony Moore (Defiance), COEMN1 John Kay (Warspite), Lieut. Nigel Chambers (Superb), Lieut. Philip Walters (819 Squadron, Gannet), all crew.

LEG 4 (Rio de Janeiro-Portsmouth) — CEA1 Andy Ritchie (Vernon), mate: Sub-Lieut. Stephen Kirby (Birmingham), ELMN1 Vic Morgan (Daedalus), CPO Robin Sargent (Galatea), REM Clive Vaughan (Arethusa), all crew: Lieut.-Cdr. Mark Kemmis-Betty (R.N.S.C. Greenwich), navigator.

SOME RESERVES

With the Army and R.A.F. selections added to the list, there are still more candidates than berths on *Adventure*, so several of those named above are likely to sit out the race as reserves.

There is no danger that PO Tony Brown, short-listed for the second leg, will be unfamiliar with *Adventure*. Serving at Hornet, he is the present permanent skipper of the *Nicholson 55*.

Adventure now has new rigging, mast and sails. Each of the four skippers will be spending as much time as possible at sea with their prospective crews. Formal work-up periods have been allocated, the first from July 22 to August 7. The other three work-ups will take place immediately before each of the following legs.

The 27,500-mile race is organized by the Royal Naval Sailing Association, and has so far attracted 17 entries, including Clare Francis, Robin Knox-Johnston, John Ridge-way and Chay Blyth.



Put 'em up, Gavinton!

H.M.S. *Gavinton* is taking the re-introduced Scotland and Northern Ireland Command boxing championships seriously. Ten of the Rosyth-based MCM vessel's company are in training under R.N.B.A. coach Lieut. Bernie Bruen (top left of picture). Others in the back row (left to right) are MEM1 Horse Horsfield, SEA Dick Tyson, SEA Garry Abnett, SEA Davey Davis, and CK Bruen Cheape. In the front are SEA Mike Preece, STD George Guy, AB Pete Casey and SEA Hutch Hutchinson.

The *Gavinton* also has a three-foot high carved wooden boxing glove on the front of the bridge as a challenge to all comers.

Cyclists race to victory in Inter-Services

Royal Navy cyclists, so often outclassed at Inter-Service level, won two titles at stake during the second of the season's Inter-Services Cycling Championships in and around Bassingbourne, North Herts.

The Navy cyclists provided the individual winners of both the 25 mile time trial and the 100km. road race, and also won the road race team prize.

Individual winner of the time trial was Royal Marine Sgt. Mike Parker, based at Arbroath, who was making a come-back after a 12-month absence from the sport. CPO Amy Pearson (Daedalus) and LA Pete Smith (Excellent) completed the team but were beaten by the R.A.F. by four seconds.

PERFORMANCES

Other good performances came from LA Pete Foster (Collingwood), LCK Ray Park (FOCAS), CK Kevin Hickman (Renown), CPO Chris Drury (R.A.F. Honington), POME Danny Kaye (Mermaid), LREM Dave Hinch (Daedalus), CPOME Ken Milner (Dolphin), POCK Dave Hales (SHAPE) and PO Brian Hill (Collingwood).

In the road race the tables were turned with a vengeance as the Navy, took first, second, fourth and seventh places. Individual winner was LA Foster, who just beat Sgt Parker on the line. LA Smith was fourth and CPO Pearson seventh.

Collingwood all tied up

H.M.S. *Collingwood* and R.M. Depot, Deal, tied for the Portsmouth Gun trophy, the award made to the team scoring most points during the Portsmouth and Medway Skill at Arms meeting last month.

H.M.S. *Reclaim* won the award for the best small ship, and H.M.S. *Norfolk* took the big ship trophy. In all, 117 officers and ratings took part in the meeting, shot at Tipner and Longmoor ranges.

Lympstone hot shots



Although beaten by H.M.S. *Heron* in the W.R.N.S. inter-unit final, these Wrens from the Commando Training Centre at Lympstone were able to rejoice at their best result so far. Most of them had never seen a .22 rifle before going to C.T.C.R.M.

From left to right they are Wrens Kathy Whitwell, Joanne Westle, and Sarah Hainsworth, LWren Pauline Kershaw, and Wrens Margaret Bishton (team captain) and Anne McArthur.

Cpl R. Vallina (Depot R.M.) won the Inter-Corps .22 winter league individual championship, WO2 Crosby (C.T.C.R.M.) won the standing and kneeling title and C.T.C.R.M.'s A team won the pistol team and individual championships.

WHEN WHAT AND WHERE

JULY

- 2 — Tennis: R.N.W. v. Chelsea (R.N.C. Greenwich).
- 3 — Kayak: Wexhampton LD (Wolverhampton); Kayak: Shorham Mersour LD (Shorham); Cricket: R.N. v. Devon (Exeter); Tennis: R.N. v. Welner (R.N.C. Greenwich).
- 4 — Cricket: R.N. v. Civil Service (Mount View).
- 5/8 — Sailing: Inter Command Keelboat Championships (Robert Shaw Cup) (Paddington).
- 7 — Cycling: R.N. Track Omnium (Paddington).
- 8 — Cycling: Inter Services Track Omnium (Paddington).
- 8/10 — Kayak: Jubilee International Regatta (Holme Pierrepont).
- 9 — Cycling: Inter Services & R.N. 10 mi TT (Colchester).
- 9/10 — Golf: R.N. v. Dunbartonshire (Cardross).
- 10 — Cycling: Inter Services and R.N. 50 mi TT (Colchester); Kayak: Eze Circuit LD (Exeter); Sailing: R.N. v. Sea View (Mermaid, Seaview Trophy) (Sea View).
- 10 — Sailing: A.B.Y.C. Individual Keelboat Regatta (Mermaid, Gold Cup) (Sea View).
- 17 — Sailing: Inter Services Team Keelboat Match (Sea View); Kayak: Tewkesbury LD (Tewkesbury).
- 19 — Golf: R.N. v. Civil Service (Prest).
- 20 — Cricket: R.N. v. British Police (London).
- 21 — Cricket: R.N. v. Somerset 11 (Taunton).
- 23 — Cycling: R.N. & R.M. Circuit Race (H.M.S. Daedalus).
- 24 — Kayak: Three Harbours LD (Portsmouth); Kayak: Serpentine Jubilee Regatta (London); Sailing: Inter Establishment Team Dinghy Championships (Bosona Can-Cu Cup) (Portsmouth).
- 26 — Cricket: R.N. v. Harle 2nd XI (Southampton).
- 26 — Sailing: Start of Cowes Week (Cowes); Kayak: Royal Marathon (Boson).

AUGUST (1st week)

- 2 — Cricket: R.N. v. United Bank (Portsmouth).
- 5 — Cricket: R.N. v. C.C.C. (London).



ALL THINGS GREAT AND SMALL . . .



Left: Helicopters and frigates combine in this picture of the flypast which brought the Review to a close. Nearest the camera is H.M.S. Jupiter. Above: Just a few of the small craft which swarmed around the Britannia while she waited at the head of the lines before starting the Review.

SILVER SALUTE

Pride and proficiency produced a Spithead spectacular which outshone unkind weather and more than lived up to its promise when the Queen made her Silver Jubilee Review of the Fleet.

On a chilly, blustery June morning the Britannia made a splendid sight as she headed out of Portsmouth Harbour past the Royal Guard in H.M.S. Vernon parading the Queen's Colour of Naval Home Command and the Royal Guard in H.M.S. Dolphin parading the Queen's Colour of Submarine Command.

Preceded by the Trinity House vessel Patricia and followed by the new missile destroyer H.M.S. Birmingham (carrying members of the Admiralty Board and their guests) and R.F.A. Engadine (the Press ship), the Royal Yacht headed out to Spithead to take her place at the head of the Review Lines. Across the choppy waters came Royal salutes fired by H.M. ships Ark Royal, Hermes, Fearless, Tiger, Glamorgan, Fife, and Kent, and by Commonwealth and foreign ships.

WARNING

The Queen gave lunch on board the Britannia for members of the Admiralty Board and flag officers and then, with the firing of warning guns and some smart work by patrolling vessels, the area was closed and the Review Column came into line, joined by the R.F.A. vessels Lyness, Sir Geraint and Sir Tristram carrying ministers, M.P.s, diplomats and many other VIPs.

First to salute the Queen was H.M.S. Ark Royal, flagship of the Commander-in-Chief Fleet (Admiral Sir Henry Leach). Across the water echoed the first of the "Hip, hip, hip, hoorays" of men manning ship — to be repeated time after time during the afternoon as, at eight knots, the Britannia made her 15-mile circuit of the Review of about 170 British, Commonwealth and foreign vessels, with 30,000 men embarked.

The months of planning, weeks of hard work to make everything ship-shape, hours of rehearsals, and final minutes of waiting in a cold wind were all pushed into the background by the short

ceremony in which the men of the Royal Navy saluted the Lord High Admiral. Her Majesty the Queen.

As the Britannia approached each warship the tension on board rose until the order "Stand by to give three cheers" rang out. This was the moment everyone had been waiting for. Frozen fingers, numb feet, aching backs were forgotten as the well-rehearsed drill was put into practice.

PERFECTION

The Review had been planned down to the finest detail, rehearsed to perfection, and carried out with clockwork precision, but it was not a cold, regimented display, thanks to the individual touches which added warmth to the great occasion. . . . A Scottish piper standing at the end of a row of sailors on the casing of a submarine; a row of Irish pipers on the bridge of a guided missile destroyer; Gurkhas on the ship which shares their name; a lone Hussar, his green uniform and plumed cap standing out conspicuously among the navy blue uniforms.

The armada of private yachts, dinghies and motor vessels also served to break the regimented lines of warships. Boats of all shapes and sizes bobbed and weaved as they struggled to keep pace with the Britannia, bringing extra colour to a scene where greys predominated. On occasions a small boat would break ranks and dive through the official line, perhaps attempting to get a closer look at the Royal group on board the Britannia, only to be warned off by the patrol craft or police launches.

Also on the constant look-out for "marine cowboys" were members of the 1st Raiding Squadron, Royal Marines, in their tiny boats which looked uncomfortable and vulnerable when at rest, but produced a surprising turn of speed, racing across the Solent and displaying a manoeuvrability which few other craft could match.

The weather failed to improve as the afternoon progressed and, although at least the rain held off, it became increasingly apparent that low cloud base and thickening visibility would mean cancellation of the spectacular fixed wing fly-past promised by the Fleet Air Arm. However, about 90 helicopters still did their stuff and, with the Britannia back at the head of the Review lines, waves of Sea Kings, Wessex, Wasps, Gazelles, Lynx and Scouts, led by Rear-Admiral John Roberts (Flag Officer Naval Air Command, in a Wessex), flew over the Fleet.

Families of some of the ships' company members were fortunate to have places on board the warships for the great day, and about 200 selected ratings were invited to a reception on board the Britannia. Later, the Queen, Duke of Edinburgh, Prince of Wales, Admiral of the Fleet Earl Mountbatten and the Prime Minister and Mrs. Callaghan dined on board the Ark Royal at a dinner attended by flag officers, commanding officers and a number of others.

In the evening displays were given at Southsea by the Royal Navy and Royal Marines and there were fire-

In addition to the Queen and Admiral of the Fleet the Duke of Edinburgh, the Royal party in Britannia included Commander the Prince of Wales, Prince Edward, Princess Anne, the Duke of Gloucester, the Duke of Kent, Prince Michael of Kent, and Admiral of the Fleet Earl Mountbatten. Among the guests were the Prime Minister and Mrs. Callaghan.

works before the Queen gave the signal aboard the Ark for the Fleet to be illuminated, making a splendid sight at the end of a memorable day.

After the Review, the Commander-in-Chief, Admiral Sir Henry Leach, said: "I thought the Review went very well and demonstrated our pride in showing the Fleet off to the Queen."

As Royal Navy ships dispersed on the day after the Review there was a steam-past off the Isle of Wight for the Chief of the Defence Staff (Admiral of the Fleet Sir Edward Ashmore) and the First Sea Lord (Admiral Sir Terence Lewin).



Followed by the new guided missile destroyer H.M.S. Birmingham — on this occasion officially designated as "The Admiralty Board yacht" — the Royal Yacht makes her way through the Review lines on a 15-mile circuit of the assembled ships.

Navy News

JULY, 1977

5p

From the verandah deck of H.M.Y. Britannia, the Queen — accompanied by Admiral of the Fleet the Duke of Edinburgh — reviews the Fleet. With them is the First Sea Lord (Admiral Sir Terence Lewin).



CHEERS!

The once familiar cry "Splice the Mainbrace" went round the Fleet as the Queen asked the Admiralty Board to send out the well-remembered message — "in celebration of my Silver Jubilee and with the Royal Navy and Commonwealth ships assembled at Spithead."

As Lord High Admiral, the Queen also sent out the message: "It gave me great pleasure to review all these ships assembled at Spithead today for my Silver Jubilee Review and to receive the salute of the Fleet Air Arm."

"I was deeply impressed by the splendid sight of all the vessels in their lines. The smart appearance of the ships and their companies — and the precision of the flypast — were in the finest traditions of the sea. I send my congratulations

to all who planned and took part in the Review. The Duke of Edinburgh joins me in sending our best wishes to you as you disperse."

Typifying the spirit of the great day at Spithead are the men of the survey ship (pictured left) cheering as Her Majesty passes in the Britannia. Below, ships of the Review column start their circuit of the Fleet, first passing the flagship H.M.S. Ark Royal.



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